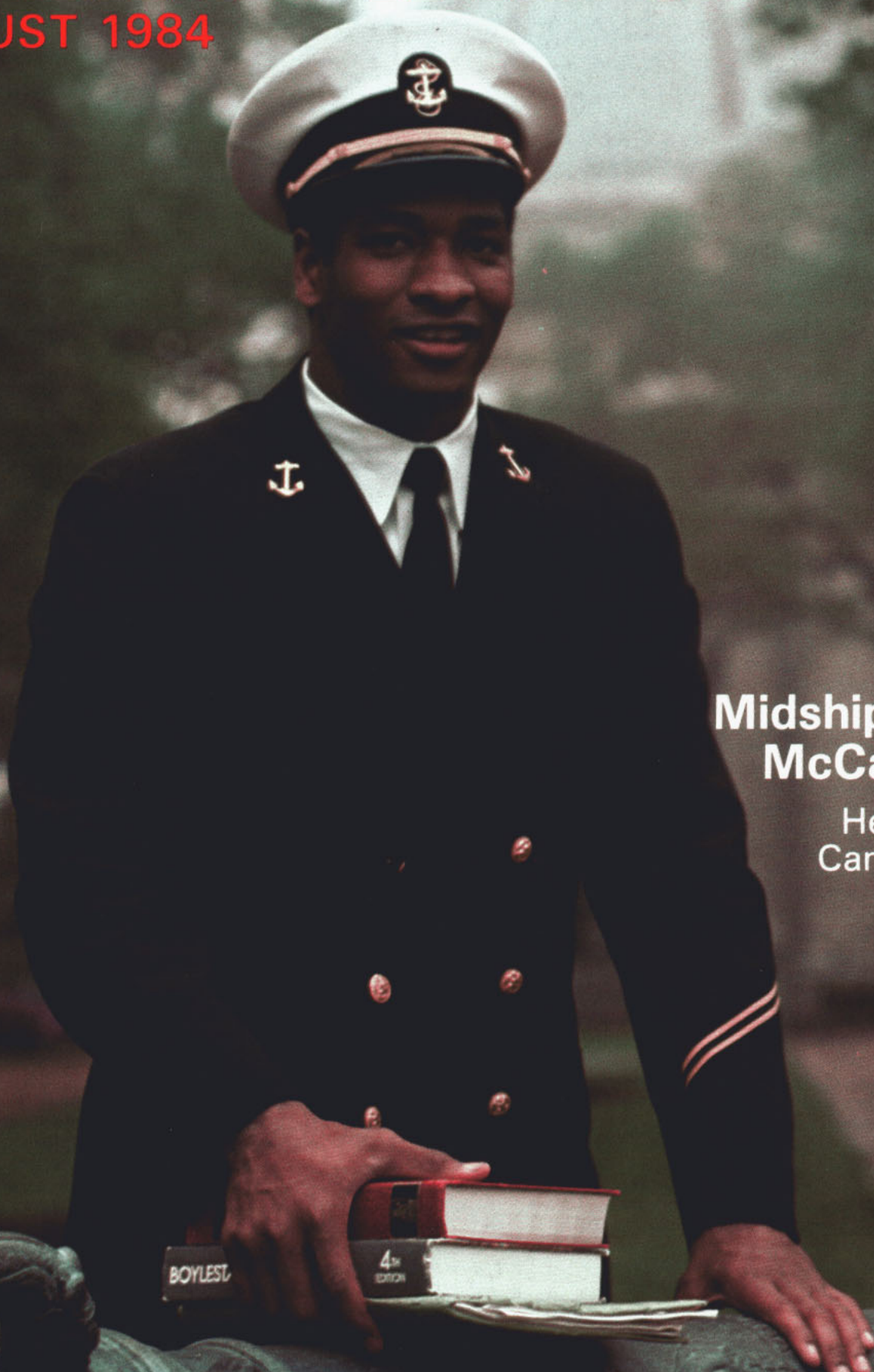


ALL HANDS

AUGUST 1984

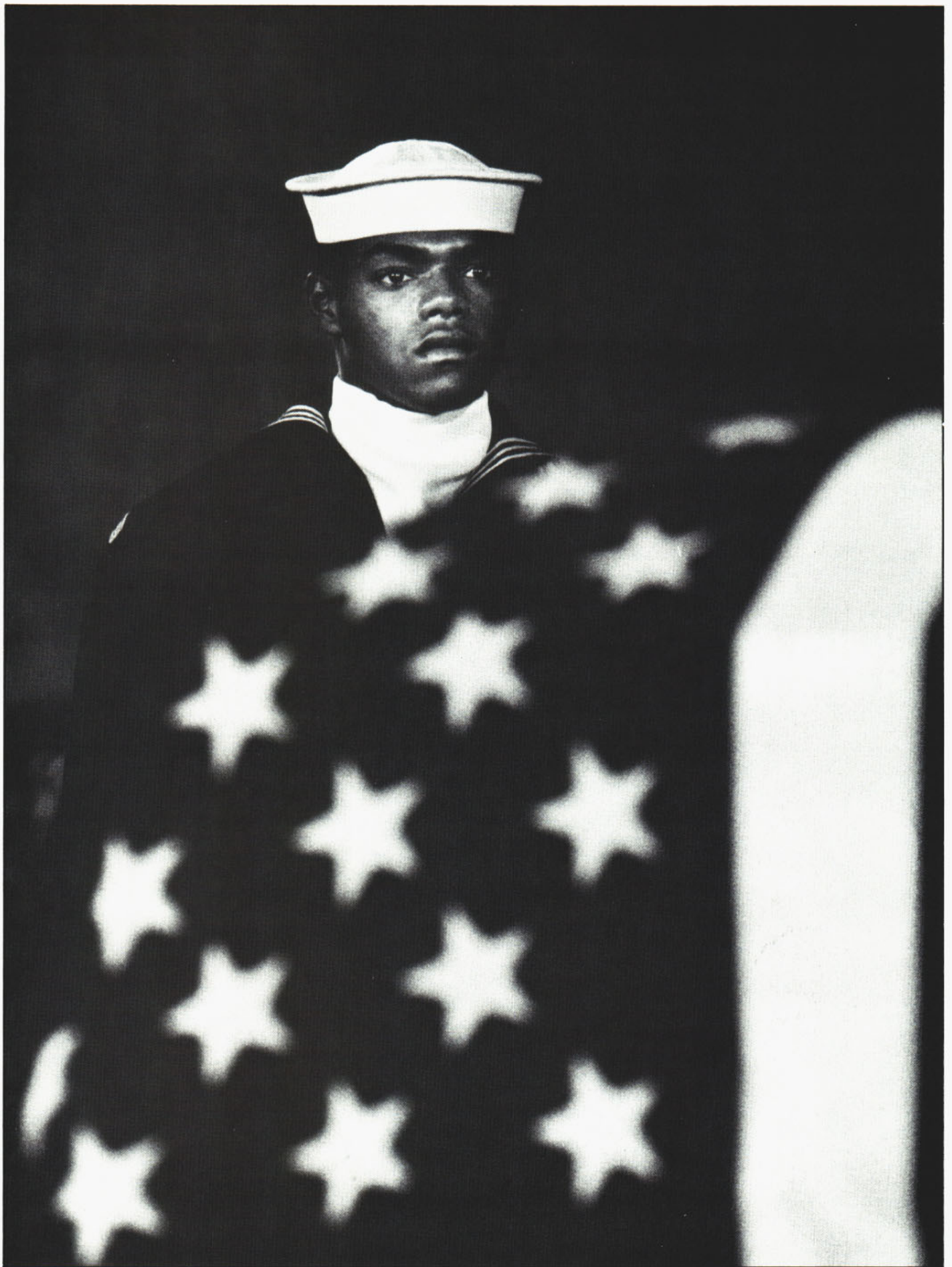


**Midshipman
McCallum**

Heisman
Candidate

BOYLEST.

4th
EDITION



ALL HANDS

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Covers:

Front: Heisman Trophy candidate Midshipman First Class Napoleon McCallum at the U.S. Naval Academy. Photo by David Eckard, USNA.

Back: The awesome firepower of USS *New Jersey* (BB 62). Photo by PH1 Ron Garrison.

Inside Front: In the rotunda of the Capitol, AN Irwin R. Clark, a member of the Joint Guard of Honor, stands at the deathwatch over the remains of the Unknown Serviceman of the Vietnam War who was interred in Arlington Cemetery on Memorial Day 1984. Photo by PH2 Perry Thorsvik.

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Reservists Are Key Element In Navy's Total Force

Is the Navy making the most efficient use of its reserve force? That question was the basis of a Congressional request for a report summarizing reserve force accomplishments as part of the Navy's total force policy.

In response, "A Report to the Congress on the Navy's Total Force February 1984" was prepared by a Total Force Advisory Group headquartered at the Center for

Naval Analyses. Rear Admiral Bruce Newell, Special Assistant to the Chief of Naval Operations for Total Force Integration, directed the study.

The report discusses the reserve force in terms of new missions, modernized equipment and greater integration with active forces. Valid requirements for a strong active force are pointed out and some misconceptions about the Navy's use of its

reserves are clarified.

In recent years, some members of Congress perceived that the Navy was negligent in equipping, training and utilizing its reserve force.

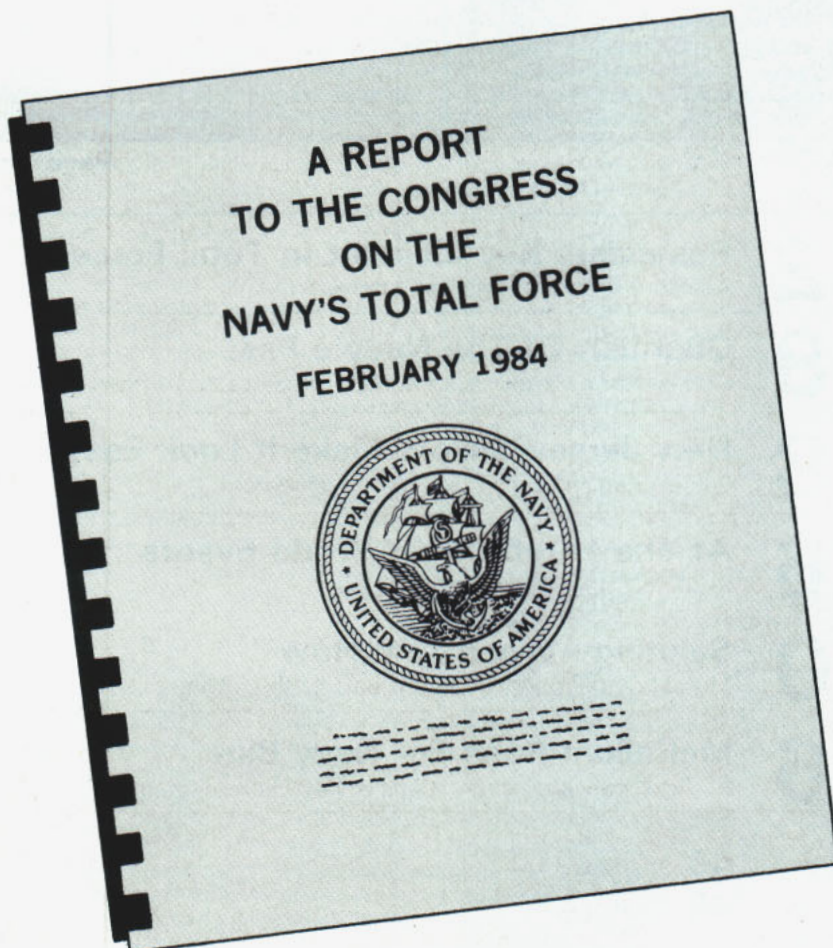
According to the report, during the mid-to-late 1970s, the Navy's inadequate funding placed the reserve at a disadvantage. Operating under tight budgetary constraints, the Navy had to use its resources for the Regular Navy, so as to maintain a forward-deployed deterrent force.

The report also points out that use of the Navy as the principal instrument of American presence worldwide places it at a disadvantage in the use of reserve forces during peacetime.

For example, the Army and Air Force can maintain large reserve forces during peacetime while maintaining or reducing active forces. This is possible because a large percentage of their units forward deploy in strength only when mobilized for a national emergency or to engage in actual hostilities.

But the Navy is different. The United States is a maritime power which relies on a forward-deployment strategy. Navy missions have expanded over the years to include world cruises demonstrating American naval presence and, most recently, support of U.S. security objectives in the Caribbean and Middle East.

Legal and budgetary constraints make it difficult for the Navy to use its reserve force in forward deployments. Under current laws, reservists are limited to 14 days active duty training annually. Underway periods are far longer than the number of



days reservists are available.

In most cases, forward-deploying reserve forces is neither cost effective nor militarily feasible. However, the report does detail Navy progress in use of its reserve forces and outlines objectives for greater total force integration.

By providing direct operational support to fleet units and sustaining support to the Navy in the event of an emergency or in wartime, reserve forces are a critical part of the Navy's total capability. Consequently, reserve forces are assuming more responsibilities previously assigned to active forces.

For example, today's reserve force is responsible for all of the Navy's U.S.-based logistic aircraft, U.S.-based composite (service) squadrons, light attack helicopter squadrons, and naval combat search and rescue capability.

In addition, reservists make up the majority of the naval control of shipping organization, cargo handling battalions, minesweeping vessels, Military Sealift Command military personnel, mobile construction battalions and naval special boat forces.

During the past two years, the Navy has developed new programs and expanded existing ones to develop reserve force strength (see list of accomplishments). The Navy is building up the inventory of reserve force ships by transferring frigates from the active fleet to the reserve. According to the report, there were six FFs in the reserve force in 1983. By 1988, that figure is expected to grow to 24 FF/FFGs.

Other progress in developing reserve force strength includes doubling the reserve medical program by 1985 and upgrading reserve air units with F/A-18, F-14, C-9, P-3, E-2C and A-7E aircraft. Additionally, LAMPS MK I anti-submarine helicopters are expected to be introduced to the reserve by 1985.

Assignment of new missions to the reserves is also discussed. Probably the most ambitious is giving the reserve force a major role in wartime protection of Gulf of Mexico and Caribbean sea lines of communications.

U.S. security policy has placed emphasis in recent years on the Caribbean. This has led to a greater demand for naval op-

erations in that area during peacetime. Assigning the Caribbean protection mission to reserve forces during wartime hinges on two elements: conducting more reserve surface and air training in the area during peacetime and building up facilities at Key West, Fla., to support sustained wartime operations.

To support this, the Navy is considering reactivation and modernization of a *Des Moines*-class cruiser. In the event of a war, a significant number of targets in the Caribbean region would be within range of a cruiser's 8-inch guns, and fewer reserve aircraft would be required for wartime sorties, even considering the need for air cover for the cruiser.

According to the report, modernization of the cruiser could include the *Harpoon* cruise missile system and the *Vulcan-Phalanx* close-in weapons system. The ship would be manned by about 1,100 officers and enlisted men including about 450 reservists. Originally, a battleship had been considered for reactivation and assignment to the reserve force. However, operating costs, availability of a battleship and enough reservists to man a large ship

Accomplishments with Respect to Naval Reserve Forces

- **Modernizing Naval Reserve Force ships** by transferring active fleet frigates and guided missile frigates to the reserve. The six FFs in the NRF in fiscal year 1983 will grow to 24 FF/FFGs by 1988.

- **Creating Craft of Opportunity Program**, a mine countermeasures force enhancer, which will grow to 22 boats by 1988.

- **Doubling the reserve medical program** over the period FY 83 to FY 85, to 13,000 doctors, nurses and corpsmen.

- **Increasing equipment and billets** in the reserve naval construction battalions and cargo handling battalions, with RCHBs doubling from six to 12 by FY 88.

- **Enhancing the naval special warfare reserve program** with the assistance of Congressional appropriation, to fund reserve sea-air-land personal operating equipment.

- **Expanding greatly the Sea/Air Mariner program** to rapidly fill the reserve need for lower rated enlisted personnel.

- **Creating a similar program for junior officers** to access them directly into the Selected Reserve from commissioning sources. This program will be initiated in FY 85, expanding to a steady state by FY 89. Most officer specialties will be included in this program.

- **Upgrading aircraft squadron augment units** to allow active and reserve air crews to operate more closely and in the same type aircraft crews will fly when mobilized.

- **Upgrading/horizontally integrating reserve aircraft**, especially F/A-18, F-14, C-9, P-3 TacNavMod, E-2C and A-7E.

- **Introducing LAMPS MK I anti-submarine warfare helicopters** to the reserve by transitioning two squadrons to SH-2F by 1985.

- **Increasing sea/air mariner recruiting and advertising.** FY 85 budget adds \$3.2 million to support an aggressive SAM accession plan.

- **Improving ship operations and maintenance.** \$25.4 million is added to the FY 85 budget for additional support of the NRF.

- **Increasing flying hour program.** Reserve flying hour program was increased in FY 85 by \$24.9 million to improve Naval Air Reserve air crew readiness.

- **Improving reserve aircraft rework.** An additional \$38.4 million was budgeted to forestall a Naval Air Reserve aircraft maintenance backlog.

Reservists

led to the recommendation of a cruiser.

In addition to assigning the Caribbean mission to reserve forces, the report also recommends making the Naval Reserve responsible for protection of the entire continental maritime defense zone. During wartime, reserve force ships and aircraft would keep coastal sea lines of communication open. This mission would involve anti-submarine warfare patrols, ASW prosecution and convoy escort duties.

A new reserve capability is also outlined—establishment of land-based tanker aircraft capability. If approved, four used land-based tanker aircraft would be purchased and assigned to the reserve. The tankers could act as pathfinder escorts for

smaller aircraft, transferring nearly 14,000 gallons of fuel in flight while carrying repair parts and maintenance people to support those aircraft.

Greater integration of reserve and active forces is the ultimate objective of the total force policy. The Naval Reserve has demonstrated its readiness and capability to fulfill vital missions in support of national interests, as evidenced recently in Lebanon and Grenada.

Within 40 minutes of the terrorist bombing of Marine headquarters at Beirut International Airport, a Naval Reserve transport aircraft manned by reservists launched for Beirut from Sigonella, Sicily, with a naval medical team on board.

In the Grenada rescue operation, an-

other reserve transport aircraft played a crucial role by positioning the force commander, combat troops, State Department personnel and support staff in Barbados. Other reserve aircraft transported Jamaican military forces to Barbados.

These events illustrate that well-equipped reserve units have been assigned important functions within the total force and that integration of reserve components with the active forces is being achieved on a wide scale throughout the Navy.

In essence, the report points out that the Navy is making substantial progress in using its reserve forces effectively through modernization of equipment, increased active/reserve force integration and assignment of new missions. □

By JO2(SW) E. Foster-Simeon

Reserve Force Initiatives

- Creating unique roles for Naval Reserve responsibility in maritime coastal defense and Caribbean sea lines of communications protection.
- Increasing reserve role in seagoing and airborne mine countermeasures mission.
- Transferring to the reserve additional amphibious capability including landing craft air cushion augment units.
- Transferring mobile logistics support force support ships (AO 177 and ARS 38 class) to the NRF.
- Modernizing the 15th and 16th Naval Air Reserve Carrier Air Wings.
- Consolidating P-3C squadron augment units into master augment units, making P-3C aircraft and weapon systems trainers available for reserve use.
- Executing reserve augment plans for the Navy's hospital ships.
- Transferring Navy repair ships to the NRF to support Naval Reserve Force ships.
- Establishing a new reserve squadron augment unit for the Navy's carrier onboard delivery squadrons.
- Establishing a new land-based aerial tanking mission which will be assigned to the Naval Air Reserve pending approval as a valid operational requirement and funding.

Horizontal Equipment Integration in the Reserve

- VFA 303 will transition from the A-7B to the F/A-18 in 1984. It will operate fleet replacement squadron (VFA 125) aircraft until being equipped with its own aircraft in 1986. A second reserve F/A-18 squadron will be established in 1986.
- VF 301 will transition from F-4 to F-14 in FY 85. VF 302 will transition shortly thereafter.
- E-2C aircraft have been assigned to VAW 78 in Norfolk. The VAW force will be fully equipped with E-2C aircraft by 1988.
- A second attack squadron, VA 205, will transition from A-7B to A-7E in 1985.
- The first SH-2F LAMPS squadron will be equipped in FY 84 to support the ASW frigate light ASW helicopter squadron requirements. DC-9/C-9 aircraft are replacing the aged C-118 aircraft.
- FF 1052 and FFG 7 frigates are being transferred to the Naval Reserve surface forces, totaling 24 in FY 88. Reserve shore intermediate maintenance activities, integrating active and reserve personnel, will support and maintain these ships.
- MCM and MSH ships are programmed to replace the aged MSOs in the mine warfare force. Additionally, the Craft of Opportunity Program has been established as a force enhancer to support the mine countermeasures effort.
- Equipment shortages are being reduced in reserve mobile construction forces, cargo handling battalions, mobile diving and salvage units, mobile inshore undersea warfare units and special warfare units.

A New Walk of Life

It is somewhat ironic that Rear Admiral Bruce Newell travels Seminary Road to get to his office at the Center for Naval Analyses in Alexandria, Va. In less than a year that road will lead him to the beginning of a new vocation—Episcopal priest.

Admiral Newell is retiring after a 29-year naval career in positions ranging from commanding officer of a nuclear cruiser to a tour as the Navy's Chief of Information. Most recently he directed the Total Force Advisory Group which prepared "A Report to the Congress on the Navy's Total Force February 1984."

What makes a man give up a command position in the most powerful Navy in the world in favor of life in the ministry as a servant of the people?

"In my case a lightning bolt didn't come down from the sky and suddenly I decided I wanted to become a priest. All my life I have been looking at the vocation of an Episcopal priest.

"My father was killed in World War II when I was 10, and I became closely associated with the Episcopal Church. The priest was sort of my role model for a father," explained Admiral Newell.

"I've always felt that I've had a calling to help young people realize their potential," he said. "As I got more senior in the Navy, I became involved with more projects and programs and more isolated from people—and I missed them."

Many people might assume that Admiral Newell is leaving the Navy because of some conflict between his religious beliefs and his military responsibilities. He is quick to point out that this is not the case.

"At one point in my career I was one of the five flag officers in the National Military Command Center whose job it was to brief the President of the United States in the event of a nuclear attack. "I was never insecure or cautious about that," said Admiral Newell. "Deterring war through strength is very consistent

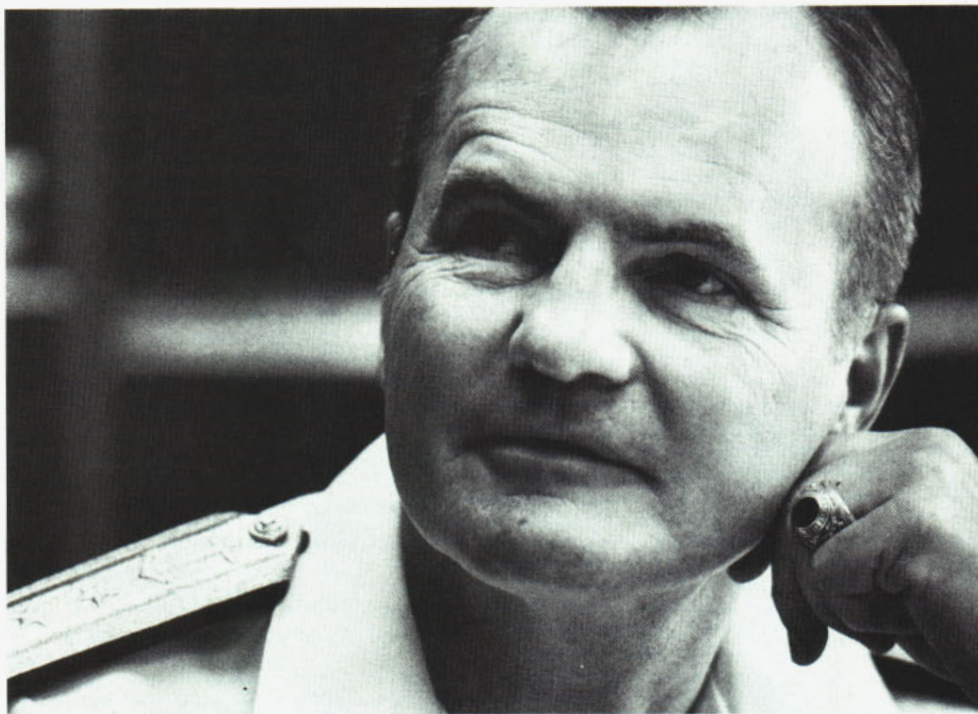


Photo by PH2 Perry Thorsvik

with my religious beliefs.

"If anything, my faith has given me the strength to make difficult decisions," he added. "The motivation (to become a priest) has always been there and now is the time."

Admiral Newell has received support for his decision from his peers and from the highest levels of command in the Navy.

"I think people who have known me for a long time probably always sensed that I have a very close relationship to God, so I don't think that a lot of people are surprised that I'm doing this," said Admiral Newell.

However, he admits that he didn't know what to expect when he informed Admiral James D. Watkins, Chief of Naval Operations, of his decision.

"When I went in and told Admiral Watkins of my plans, I didn't know if I was going to get thunder and lightning or what," he said. "But, I got a very strong feeling of encouragement and respect for me which I really appreciated."

Admiral Newell recently completed a

two year process of self-evaluation for the ministry sponsored by the Episcopal Church. In September he will enter the Virginia Theological Seminary in Alexandria, Va. One might think that his new vocation will lead him into the Navy's chaplain corps, but Admiral Newell is certain that his mission in the Navy is complete.

Although he is retiring from the Navy, Admiral Newell hopes to maintain close ties with the military—just on a different level.

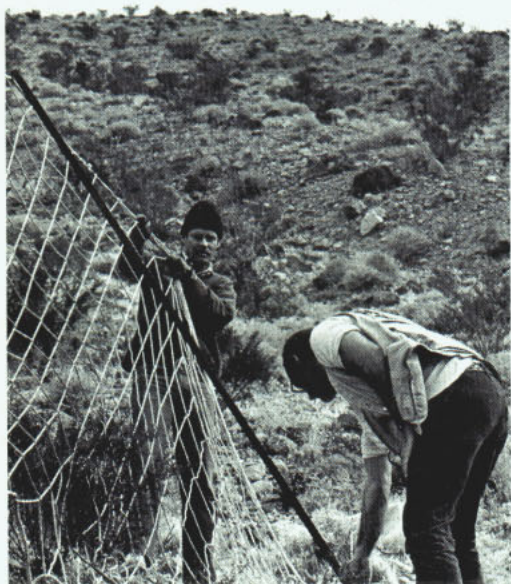
"I would love to have a parish next to a military base where through my own experience of 29 years in the Navy I could talk to military people in their own language and perhaps offer them help when they need it.

"I don't think the possibility of my coming back into the Navy as a chaplain exists—I don't feel called to be a chaplain," he added. "I have a sense that I've done what the Lord wanted me to do in the Navy and now it's time to move on."

By JO2(SW) E. Foster-Simeon

The Bighorns Are Back Home

Story by Minchen Strang,
Photos by Griffiths Davies, NWC China Lake, Calif.



The Mojave Desert, with its extremes of hot sunshine and cold darkness, is a natural testing ground for survival of the fittest, be it man or nature. One hundred fifty-five miles north of Los Angeles, 1,800 square miles of northern desert also serve as a different type of testing ground—for the research, development, test and evaluation of naval air warfare systems and missile weapon systems.

The two testing grounds shared environmental harmony for the last 40 years. But recently, the Naval Weapons Center, China Lake, Calif., teamed up with the California Department of Fish and Game to remedy a case of nature run amok.

The desert bighorn sheep (*Ovis canadensis*) traditionally had ranged through-

out the rocky areas of NWC lands, but populations declined as herds of feral burros increased. No desert bighorns had been spotted in any animal counts at China Lake for at least five years.

The desert bighorn is a protected species of non-game animal. Each stands about 36-40 inches at the shoulder, with rams weighing about 180-200 pounds when fully grown. Ewes weigh a little less.

The bighorns' decline was caused by the superior adaptability of burros which have gone wild and grown into herds. The feral burros, numbering over 5,000, overtook populations of smaller wildlife and ruined natural vegetation. They also became a hazard to NWC airplanes by wandering onto the runways.

The burros were eventually removed and put up for public adoption. This cleared the way for the reintroduction of bighorn sheep into their traditional home on the base. Previously, DFG had installed guzzlers—man-made watering holes for small animals—in the nearby Old Dad Mountains. Bighorns don't drink very much, but they thrive where water is plentiful. The resultant increase in the Old Dad Mountains herd size made the moving of some animals practical.

The Navy and DFG were successful in transplanting 25 sheep—eight rams and 17 ewes—into the Eagle Crags on the center's Mojave B range. DFG supervised the capture and insured the health of the animals. NWC people then assumed responsibility for transporting the bighorns from the capture sites to their new homes.

More than 30 personnel and volunteers from the DFG, the forest service and NWC operated a base camp. Each day crews were flown by helicopter to sites in the mountains where nets 100 feet long and 8 feet high could be strung across canyons or in high saddles.

A private helicopter service herded the animals toward the nets. Once an animal became entangled, the net crew moved in, tranquilized the bighorn, wrapped its face in a gauze mask to minimize shock, and loaded it onto a litter slung beneath the helicopter for aerial transport back to the base camp.



Right: A bighorn ram that was captured in the nets set up by the California Department of Fish and Game is set free in the Eagle Crags area.

When an animal could not be herded into a net, DFG workers shot tranquilizing darts from the helicopter, and then landed so the animal could be strapped to a litter for the return trip to camp.

When the litter was gently lowered at the base camp, the animal was moved to a veterinary trailer set up by Dr. Pat Gullett, a DFG veterinarian, for examination by her and three veterinary medicine students from the University of California at Davis.

The veterinarians recorded each bighorn's weight, size, sex, temperature and age. A blood sample was taken and each sheep received a shot of penicillin and vitamin A to counter stress-induced respiratory troubles. Each was also checked for parasites.

The blood will be studied at DFG's Sacramento laboratory to determine whether selenium levels are adequate for proper lambing and lamb survival, and also a genetic check will be made to determine the

amount of inbreeding. If these sheep prove to be excessively inbred, herds from different locations will be mixed during future transfers.

Each animal was also ear-tagged, and transmitter collars were fastened around the necks of those with horns large enough to hold a collar.

Throughout this operation, the animal's vital signs were monitored to ensure that it was not over-stressed or over-tranquilized.

Each sheep was then backed into a wooden crate for shipment by the naval center's search and rescue helicopters to its new home. The center's two SAR helicopters landed at the base camp each day, loaded the crates aboard, and then chugged skyward to the Eagle Crag where the animals were released.

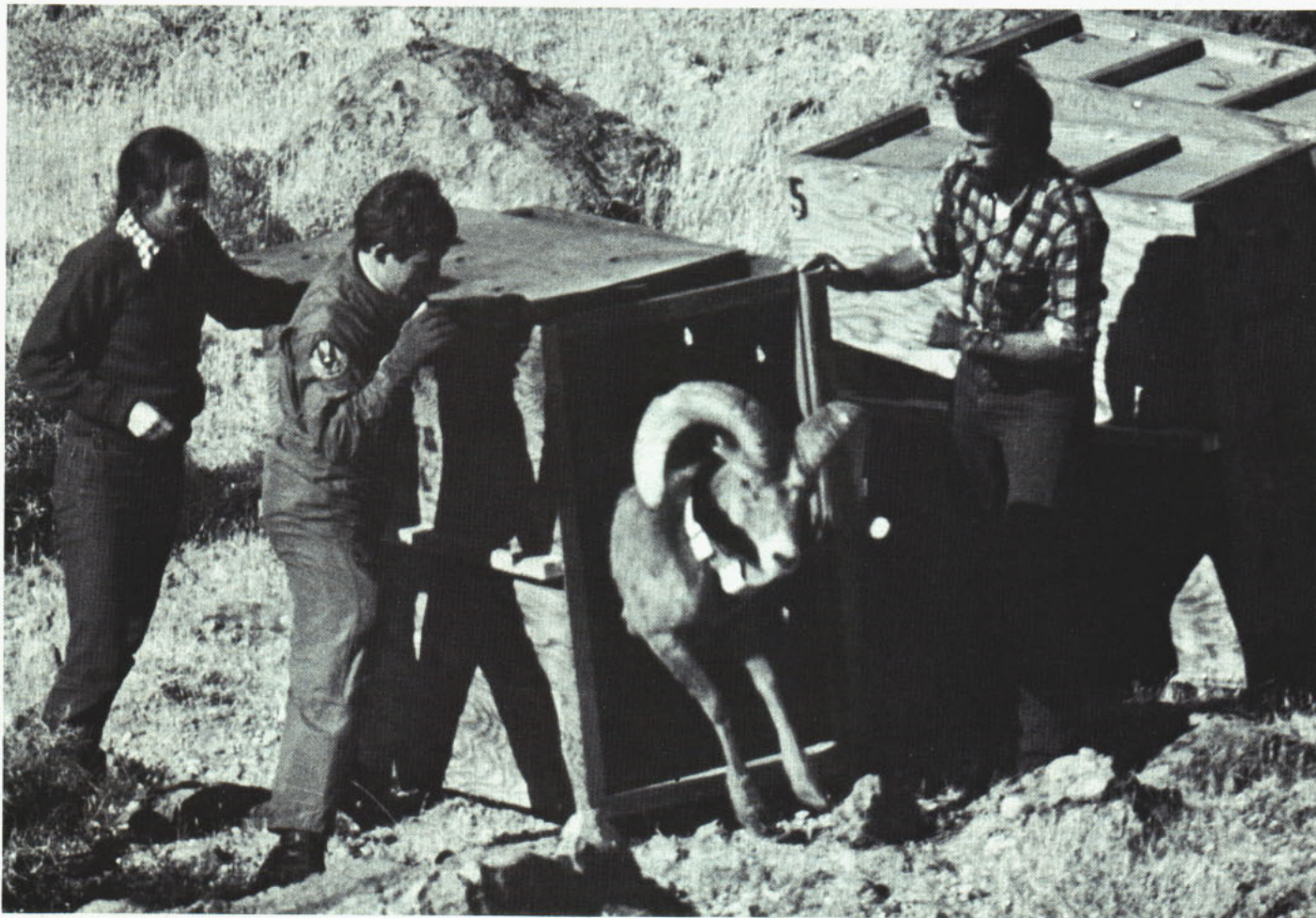
Once the helicopters landed near the Eagle Crag, the crates were off-loaded, each animal was medicated to remove any internal parasites from its system, and then

it was let loose to bound up the slopes to its new home.

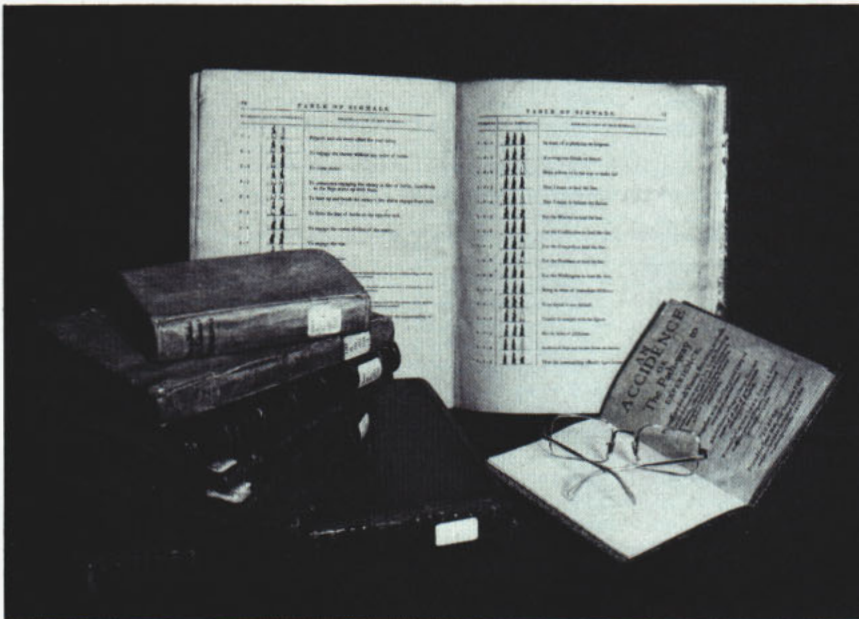
The animals tend to gather in small herds for feeding during the daytime—experts speculate this is because more eyes are thus available to watch for danger. At night they bed down in high and rocky places where they cannot be reached easily by predators.

Experts believe that most desert bighorn sheep spend their entire lives within about 20 miles of the site where they were born, so the newly transplanted animals are expected to remain in the Eagle Crag. Average life expectancy is 10 years, but a few attain considerably longer life.

If close monitoring of these bighorn sheep indicates that transporting them had no ill-effects and that they re-establish themselves successfully, another group will be moved to the center's Argus Mountains in 1986. □



The Dudley Knox Center



Behind the doors of the Dudley Knox Center for naval history is a wealth of valuable information plus knowledgeable experts to help you. Even the library's fine collection of some 5,000 rare and old books can be used by the public.

Tourists come and go in Washington, D.C.—visiting the White House, the Washington Monument and the National Cemetery at Arlington. They take in shows, concerts and special exhibits at the many museums. Most, however, fail to include the Navy's historical center on their itineraries. They don't know what they have missed.

The Dudley Knox Center for naval history is the Navy's version of the Smithsonian Institution, and it's the place to go for historical Navy information. More than just a storehouse of relics from forgotten sea battles, old ships and war heroes, the center is a treasure chest of photographs, documents, books and artifacts. Its holdings span two centuries of Navy achievements.



Guardian Of The Navy's Past

The center consists of five branches: library, operational archives, research, curator and ships' histories. Previously located in buildings scattered throughout the Washington Navy Yard, they were recently brought together under one roof.

The center was named in honor of Commodore Dudley Knox, the Navy's senior historian from 1921-1946. Knox, a recognized author and sea officer, was ordered to the Office of Naval Records and Library after a distinguished career. He organized the Navy's collection of historical documents into a retrievable system. Under Knox, the office became well-known in the fields of naval archives and history. The Naval Historical Center continues to grow today along the traditions established by Knox.



The director of naval history, retired Rear Admiral John D.H. Kane Jr., commented, "We believe Commodore Dudley Knox would be pleased to see that the institution he did so much to develop is prospering in the 1980s and providing the Navy with a full range of historical services."

Historian John C. Reilly Jr., who's been with the center since 1967, said: "The Washington kaleidoscope is bewildering. A lot of people who call in or write us are not really familiar with the organization. They assume that somewhere in Washington there is an enormous warehouse filled with every kind of information imaginable—and I wish there were."

"We get inquiries not only from the United States but from around the world," he added. "For example: 'I served during World War II and I'd like to know what ribbons I'm entitled to' or 'Where can I get a copy of my service record?' Questions on anything and everything dealing with the Navy come in to us."

"We've been asked about Noah's Ark, sources and plans for Spanish galleons, and the origin of the term 'seaman.' It's not so much that we have all the information right at our fingertips, but we can research the request and point out sources that the requester can use," he said.

Navy Department Library

The center started out as a library. In 1800, President John Adams wrote to Secretary of the Navy Benjamin Stoddert requesting a Navy department library. The

letter said, "It ought to consist of all the best writings in Dutch, Spanish, French, and especially English, upon the theory and practice of naval architecture, navigation, gunnery, hydraulics, hydrostatics, and all branches of mathematics subservient to the profession of the sea. . . ."

The library grew steadily over the years and today shelves more than 150,000 volumes plus some 5,000 rare books. It also boasts an extensive periodical, newspaper and microform collection. Subjects range from sea battles to biographies and cover all periods of naval history.

Among the more noteworthy items are Captain John Smith's book on navigation and seamanship titled *An Accidence or the Path-way to Experience*, printed in London in 1626; a hand-colored, illustrated book on signals and their use in combat written by Captain Thomas Truxtun in 1797; and calling cards presented to John Paul Jones by European nobility.

Operational Archives Branch

The operational archives branch acts as the Navy's memory in the 20th century. Archives staff members maintain historical information on wars since World War I, confidential and unclassified information on recent fleet operations and exercises, command histories, biographies on senior officers, and more.

According to Dr. Dean Allard, operational archives branch head: "We collect data on 20th century naval operations, strategy and policy. We organize that data and share it with other people."

"We try to serve as an institutional memory for the Navy. If an official is looking at the Lebanon operations of 1984, and he wants to have information on the 1958 Lebanon operations, which also involved a landing force, we provide that information," he said. Allard noted that the records they maintain are essential to planners and analysts in the Pentagon and for the conduct of the Navy's ongoing business.

While the historians and archivists in the operational archives provide assistance for unofficial requests, their primary task is to record the Navy's current history. They receive and catalog current naval records from several naval offices in the Pentagon. In addition, the branch has published a number of histories and biographies on the 20th century Navy and is writing the Navy's official history of the Vietnam War.

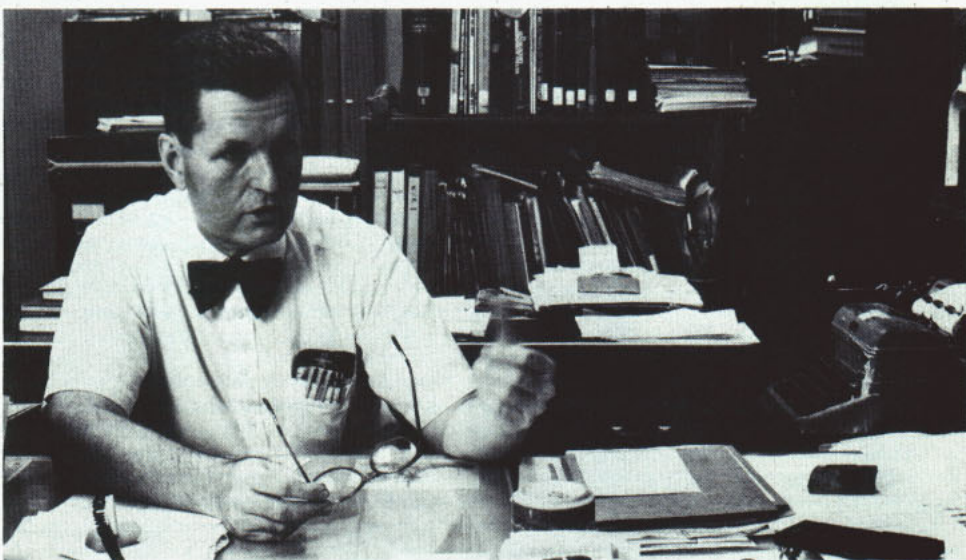
Research Branch

This branch undertakes research, writing and editing projects that support the needs of the Navy. Its main responsibility is for the period from the creation of the Continental Navy in 1775 through the first decade of the 20th century, including the Spanish-American War.

Research branch head Dr. William Dudley remarked that the best records of an event are the original documents. But originals are not always available, and to tell a story accurately you need facts and supporting information of second and sometimes third-hand nature. It is the researcher's task to gather information, confirm its authenticity and publish it for reference. Researchers spend a majority of their time transcribing, editing and publishing early naval documents.

According to Dudley, the research branch began as part of the Office of Naval Records and Libraries. Researchers worked from the late 1890s to the 1920s putting together the story of the Civil War. A 30-volume set, it was the first great effort in taking original records, transcribing them into printed form, and publishing them in bound volumes with indexes. Later, similar series were undertaken on the Barbary and Quasi Wars.

The work continued and the modern research branch has published a variety of

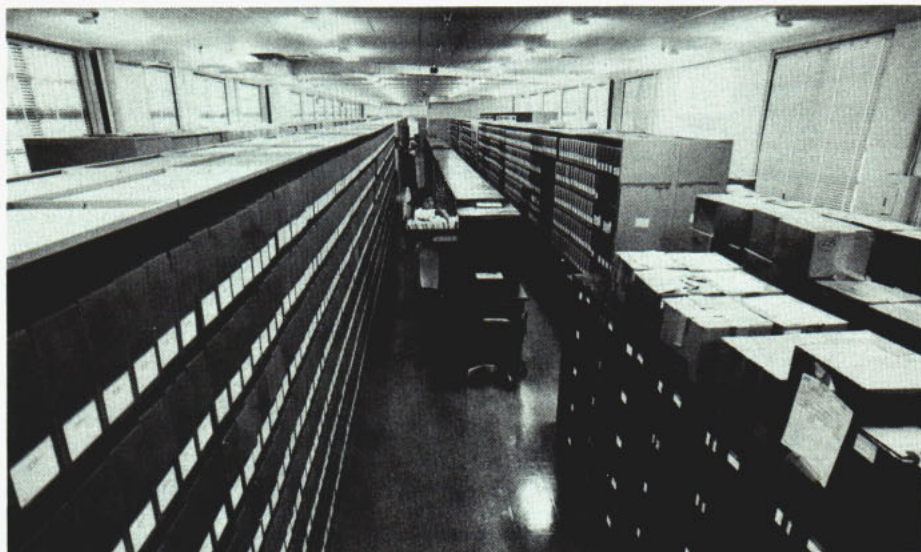


reference books including "Civil War Naval Chronology," "Naval Documents of the American Revolution," and "Autobiography of Rear Admiral Charles Wilkes." These publications can be purchased from the Superintendent of Doc-

uments, U.S. Government Printing Office, Washington, D.C. 20402.

Curator Branch

How did the ship's bell from the battleship *Iowa* wind up in Des Moines? How



Opposite page: Charles Haberlein (top) head of the photographic section, and John Reilly (bottom), ships' histories branch. A quarter of a million photographs, row upon row of naval records, and the center's publication program are of inestimable value. Conservator Frank Jelenfy (lower left) restores a fragile 19th century oil painting of Secretary of the Navy William B. Preston.

New London, Conn.?

With more than 125,000 artifacts inventoried, the curator branch of the Dudley Knox Center knows the answers. The curator also lends display items to museums, military activities, local governments, veterans groups, churches and similar non-profit organizations.

"We're the handling branch," said Claudia Pennington, assistant branch head. "People donate things to us and we turn around and lend them out again. Someone has to be responsible. We're in the business of keeping track of things.

"People will write to us and say, 'I was in my mother's basement and I came across my grandfather's World War I uniforms, gas mask and medals, and I wonder if these things are of any value.' We will do the research, and if it turns out we can use these artifacts, we'll request a donation."

Pennington added that some people get the wrong idea about the center. "Often we get letters requesting plaques or mementos of a ship. We don't send such items to individuals. But we make every effort

to accommodate legitimate requests."

The center does not have a budget to buy its artifacts. "We receive letters from people who have found an item of value, offering it for sale to the Navy. We rarely can compete with auctions and have to settle for donations," Pennington said.

Much like a clearinghouse, the curator branch has some 50,000 items for loan at any given time. Some examples are a two-man Japanese submarine, uniforms from many eras, oil paintings, bells, plaques and small arms.

Lining the curator's armory shelves are swords from the days of sail, Civil War muskets, a German Luger, an engraved ivory Samurai sword, a Browning .30-caliber machine gun, a 1792 army issue "Kentucky" pattern long rifle, and Smith and Wesson revolvers. The collection represents more than 200 years of naval ordnance.

The branch feeds artifacts to 18 Navy museums and 50 memorialized ships throughout the country. The Navy Memorial Museum in the Navy Yard—with a

did the mainmast and two twin mount 40mm guns from the second battleship *Indiana* find their way to the football stadium at the University of Indiana? How did the conning tower from the World War II submarine *Flasher* take up residence in



little bit of everything—is the only one with a comprehensive history of the Navy. The rest support a specific theme. For example, there's an underwater warfare museum in Keyport, Wash., a Seabee museum in Port Hueneme, Calif., and a naval aviation museum in Pensacola, Fla.

The curator branch also provides artifacts and paintings to "Tingey House"—official residence of the Chief of Naval Operations and one of the Washington Navy Yard's oldest buildings. When the yard was put to the torch to prevent it from falling into British hands in 1814, Tingey House was spared from the flames.

For those whose interests lie with old pictures, the curator branch has more than 200,000 historic photographs inventoried, a collection second to none. Indexed here are photographs of the first battleship *Maine*, the battles of Midway and Coral Sea, the Wright Brothers' plane, personal collections from the early 1900s and much more.

Charles Haberlein and Agnes Hoover maintain, catalog, file, sort and review photo submissions and requests. Subjects on file include ships, people, places, battles, equipment, flags, uniforms, ceremonies, wars, decorations and awards from 1775 to the present. Using the latest



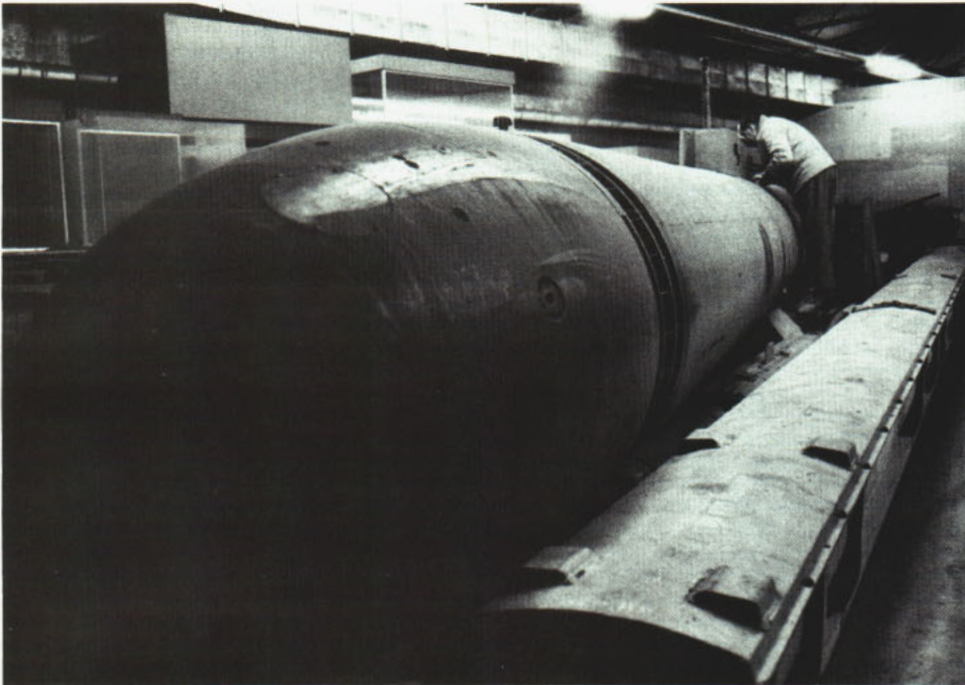
in automated equipment, the staff can retrieve any photograph in a matter of minutes.

Ships' Histories

John Reilly, one of the branch historians, helps keep the memories of all Navy ships alive. "This is the one place within the Navy where information on ships is preserved permanently. We do not throw

it away. All kinds of other records get disposed of at one time or another—these don't.

"We hold something on every ship the Navy's had right back to good old *Alfred* in 1775 (the Navy's first ship). We've had thousands of ships since 1775—at the end of World War II we had some 8,200 ships in commission alone. We should hold something on every one of them. The ma-



Historic weapons are displayed and preserved in the armory (opposite page). The handgun was probably the personal property of an officer during the 1830s. Claudia Pennington (lower left) holds a historic naval sword, one of 274 edged weapons in the center's collection. A Japanese Kaiten suicide submarine (left) used during World War II will be in a submarine warfare exhibit.



terial varies tremendously, however, depending on what the ship sent in and what we have been able to learn through later research," he said.

The Chief of Naval Operations has established that all active duty ships forward an annual history report containing a chronological summary of events covering the past year. Basically, it tells where the ship went, what it did, and any significant events that happened to it during that time. This information, along with appropriate enclosures like photographs and welcome aboard brochures, are added to the ship's file.

The ship historians compile and edit the "Dictionary of American Naval Fighting Ships." An eight-volume set, it carries a brief history of every major commissioned ship since 1775. In addition to revising and updating the dictionary project, main-

taining ship files and histories, the staff responds to public inquiries.

"It's not uncommon to pick up the phone and hear 'This is John Doe from Portland, Ore., and I want to know the following about the USS whatever,'" said Reilly.

"People ask a lot about the exact origins of slang terms and customs. For example, we know that the Crossing the Equator ceremony dates back to the 1500s. Once someone called and asked what the first ship was that held a Crossing the Line ceremony and do we have a list of the people who were initiated."

Reilly noted that they didn't have the list and don't have the people or the time to research this kind of request, but often can steer the inquirer to an appropriate source.

"There is no such thing as the OPNAV official dictionary of naval slang—these things just haven't been recorded. When we don't know the answer, we can often point people in a direction where they can find out," he said.

"The battleship reactivation project has been a big thing," Reilly continued. "When you're talking about battleships you're talking about history. People came in to borrow old tech manuals that didn't seem to exist anywhere else. Everybody had questions—from the House Appropriations Committee to newspapers and television."

Ships do not die. Some rest in Davy Jones' locker; others have yielded plate and timber to the cutter's torch. Yet for the glory of deeds well done they live in the souls of the men who fought them. Those who sailed in the Navy recall the spirit and characteristic personality that stir a ship. There is pride in serving in this moving mass of wood or steel; there is faith; there is beauty in the grace of her lines and defiance in the crack of her colors in a stiff breeze.

Rear Admiral E.M. Eller (Retired),
former director of Naval History



The branch also nominates names for the Navy's new ships and their sponsors. Appropriate names are researched for the director of naval history who makes recommendations to the Chief of Naval Operations and ultimately to the Secretary of the Navy for final selection.

* * *

All branches of the center are receptive to outside requests. Although extensive research cannot be undertaken for unofficial projects, the center's staff responds to more than 25,000 written requests, telephone calls and personal visits each year. Requests vary from inquiries by naval veterans to the questions of students writing term papers. Written queries can be addressed to: Naval Historical Center, Washington Navy Yard, Washington, D.C. 20374.

Phoned-in questions will be taken at commercial (202) 433-2553 or Autovon 288-2553.

And if you're in town or planning to visit, put the center on your list—the time will be well worth it. As center director Admiral Kane said: "The center's multi-

Large display items are available for loan to qualified museums and other naval activities.

ple resources—library, records, artifacts and art, museum, publications—exist for and are available to serve the Navy, other agencies of government, scholars and the American public. All are invited to enjoy and profit by what the center has to offer."

—Story by J02 R.L. Coons

—Photos by PH2 Liz Schading

Wanted: Vintage World War II Carrier Aircraft

The curator for the Navy is conducting a nationwide search for a World War II U.S. Navy carrier aircraft. The aircraft will be featured as a major artifact in a World War II exhibit being established by the Navy Memorial Museum at the Washington Navy Yard.

The museum is interested in an authentically restored SBD, F4F, F6F or F4U to feature as the focal point of the exhibit. The exhibit will highlight the major role of naval aviation in achieving victory at sea during World War II.

If you have any information that would be helpful in the search, please contact Captain Manny Sousa at the Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374. Commercial telephone is (202) 433-2379 or 2553.



Hall of Honor Adds Four Names

Story by JO1 Dennis Everett
CNET, Pensacola, Fla.

The names of four naval aviation pioneers—Vice Admiral James H. Flatley Jr., Leroy Grumman, Admiral John S. Thach and Captain Kenneth Whiting—were enshrined in the Hall of Honor of the Naval Aviation Museum, Pensacola, Fla., on May 4. They had been selected because of their exceptional contributions to technical or tactical development or for their unique and superior achievements in combat or non-combat naval flight operations.

"Today's aviators are carrying out the proud tradition of the men we honor . . ." said enshrinement ceremony speaker Chapman Cox, General Counsel for the Department of Defense. "Captain Whiting was a real pioneer. There was no NAS Pensacola when he learned to fly. His flight instructor was Orville Wright. Leroy Grumman was a pre-eminent, patriotic in-

dustrialist. The saying of the day has become a truism that the name Grumman on a plane has come to have the same meaning as sterling on silver. Vice Admiral Flatley was a warrior among warriors. He formed, framed and led the famed 'Grim Reapers.' Admiral Thach was a brilliant tactician. His 'Thach-weave' enabled carrier fighters in less capable aircraft to destroy 14 enemy planes for each U.S. plane lost. These men were exceptional leaders and comrades."

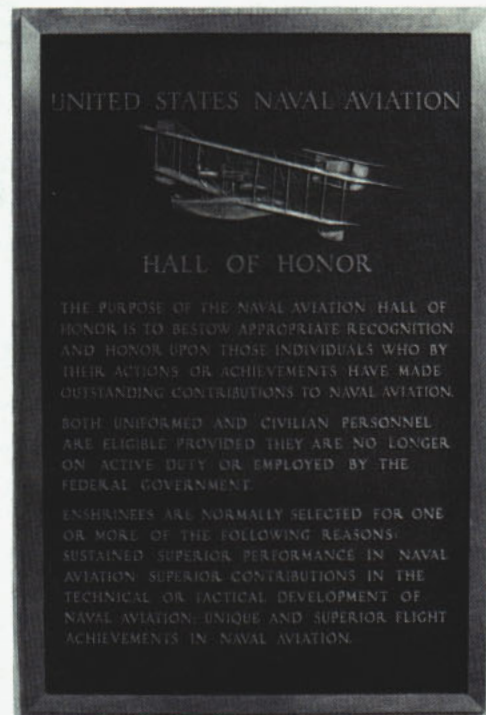
The Hall of Honor room was opened in 1981. A committee appointed by the Chief of Naval Operations submits names biennially to the Chief of Naval Operations. Twenty-two names are now listed on the 24- by 36-inch bas-relief plaques.

Vice Admiral Robert F. Schoultz, Deputy Chief of Naval Operations (Air Warfare) said, "The four individuals being

enshrined this year in the Naval Aviation Hall of Honor personify the spirit of progress, initiative and ingenuity which is characteristic of their era. They all contributed a great deal to naval aviation and their enshrinement must never be forgotten. More importantly, their enshrinement in the Naval Aviation Museum should be an inspiration to future generations. The qualities they represent are as necessary today, and tomorrow, as they were in the past."

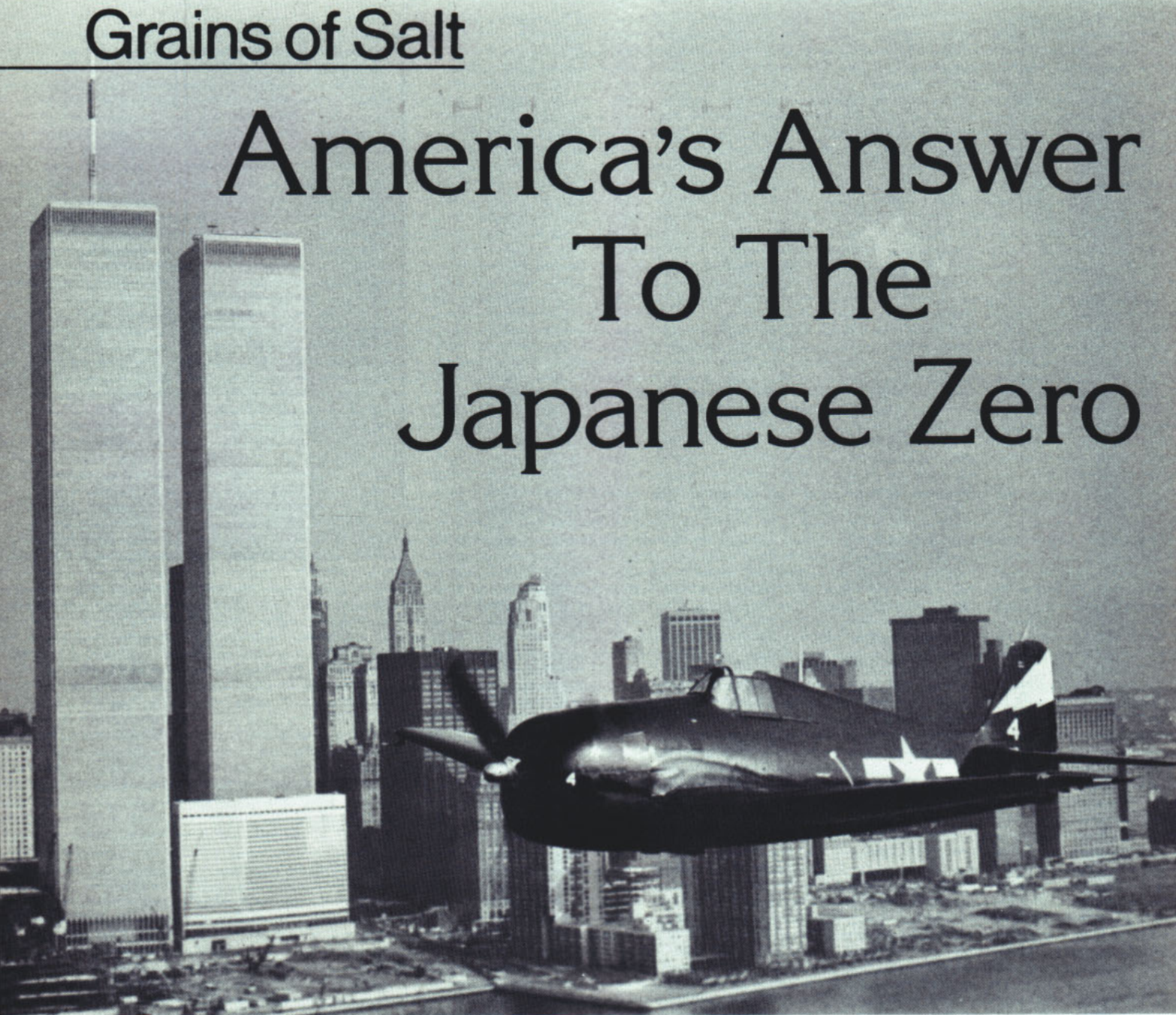
A Medal of Honor Exhibit was also officially dedicated on May 4. It honors Medal of Honor recipients who won the award for conspicuous valor during air operations. The display features metal portraits—by portrait artist and former Navy officer Glenn M. Mason—of each of the Medal of Honor recipients along with an excerpt of the citation. Four surviving Medal of Honor recipients were present: Colonel Jefferson J. De Blanc, USMC-R (Ret.); Lieutenant Commander Nathan G. Gordon, USN (Ret.); Commander Clyde E. Lassen, USN (Ret.); and Colonel James E. Swett, USMC (Ret.).

The U.S. Naval Aviation Museum at NAS Pensacola, Fla., is the Navy's only aviation museum. It is one of three federally sponsored aviation museums in the country. The other two are the National Air and Space Museum at the Smithsonian Institution in Washington, D.C.; and the U.S. Air Force Museum at Dayton, Ohio.



Grains of Salt

America's Answer To The Japanese Zero



Story by J01 Dale Gamble, NavInfo East and J02 Tim Adams, NavResCen, Boise, Idaho

Forty-five screaming *Hellcats* pounced out of the early dawn, destroying eight bombers on the ground and giving the enemy a surprise introduction to America's new generation of fighters. It was a thundering introduction—by 7 a.m. one-third of the island's facilities were destroyed or damaged.

The target was Marcus Island, one of Japan's larger Central Pacific bases.

Launched from the carriers *Yorktown*, *Essex* and *Independence*, Grumman's

stocky F6F *Hellcat* lost no time making a name for itself that morning of Aug. 31, 1943.

Forty years later and thousands of miles away, a lone *Hellcat* made its way to another island. Its mission was not of war but to commemorate the day *Hellcats* had entered the World War II Pacific campaign. The F6F, piloted by Pete Parish of Kalamazoo, Mich., flew over New York's skyline to rendezvous with the World War II aircraft carrier *Intrepid*. The *Intrepid* is

now a museum on the city's West Side, preserving memories of World War II planes. Once over *Intrepid*, Parish's *Hellcat* performed flight demonstrations that enemy pilots long ago had learned to respect.

The *Hellcat*'s life began with an urgent request for a plane to match the superior A6M Mitsubishi *Zero*—or *Zeke*—fighter. The *Wildcat* F4F was holding its own against the *Zero*, but the Navy needed something more capable of turning the tide.



Pete Parish and his Hellcat.

Two *Hellcat* prototypes were built keeping a similar *Wildcat* look, but they were bigger and heavier. They filled the bill so well that production models were in the skies in just over a year after the first test flight. *Zeros* were fast and maneuverable, but very fragile; *Hellcats*, although faster at all altitudes than *Zeros*, were less maneuverable. They weighed twice as much, had heavier armor and self-sealing gas tanks.

More than 12,000 *Hellcats* rolled out of Grumman's Bethpage Factory on Long Island in New York between 1942 and 1945.

Helping the *Hellcats* to gain equal terms were an increased range to greater than 800 miles, faster speeds (especially in dives), tighter turns at speeds above 230 mph and six Colt-Browning .50-caliber machine guns. The *Hellcat* could also be equipped with heavier punches like one 1,000-pound bomb or eight high-velocity aerial rockets. Originally intended to defeat the *Zero*—their arch enemy—*Hellcats* by war's end became the "do everything" plane.

Hellcats scored almost 75 percent of air-to-air victories for the Navy; they did better than the cat with the proverbial nine lives, establishing a 19-1 kill ratio. The F6F's career highlight was during the greatest naval air battle, the "Marianas

Turkey Shoot." In an eight-hour brawl on June 19, 1944, about 250 Japanese planes crashed into the Philippine Sea. About 20 U.S. planes were lost.

Hellcats also became nocturnal hunters, prowling in the dark with deadly efficiency. Their handling ease and stability made an ideal proving ground for early night-fighting radar and techniques. Photo-reconnaissance was another special mission in which F6Fs excelled.

Estimates are that 300 American aces flew the rugged plane. The Navy's top ace, Commander David McCampbell, shot down 34 Japanese planes. He set a single engagement record by putting nine bombers out of action. McCampbell was awarded the Medal of Honor.

"I think that it's the greatest plane that we had during the war," McCampbell once said. "I've flown lots of planes, and I think it's the best one I've ever flown and one of the easiest to fly. In other words, it was something you could feel comfortable in."

The next Navy ace was Lieutenant Eugene Valencia with 23 aerial victories. After one successful mission he exclaimed, "I love this airplane so much that if it could cook, I'd marry it."

Lieutenant Cecil Harris saved 22 enemy aircraft the trouble of return trips and Lieutenant Alexander Vraciu bagged 19.

Both served on *Intrepid*. Hollywood actor Bert (Wayne) Morris, flying with *Essex's* VF-15, claimed seven to become the most successful "actor turned warrior." VF(N)-41's Lieutenant William Henry, with 6½ night kills and four day kills was the top night fighter pilot.

Marine Captain Robert Baird, flying with VMF(N)-533, shot down six enemy planes to become the Corps' night-fighter ace.

The most successful *Hellcat* squadron was *Lexington's* VF-9, accounting for 50 kills without loss or damage to themselves. Marine night fighter squadron VMF(N)-533, with 35 kills, was the best Marine group.

When Navy forces were stunned late in the war by the grisly effectiveness of kamikaze suicide aircraft, the *Hellcat* provided the eventual answer. A plan was formulated to deploy F6Fs around a task force in an umbrella of protection that became known as the "Big Blue Blanket."

According to Barrett Tillman in his book "Hellcat," Navy and Marine F6Fs tore up 5,156 Japanese planes, while the British F6F toll in the Pacific was 47½. About 270 *Hellcats* were lost in the war. *Hellcats* were primarily deployed in the Pacific and saw little action in Europe, where they claimed more than 13 German aircraft.

After the war, F6Fs continued active service and became the first aircraft to be used by the famed "Blue Angels." Later, in the Korean War, *Hellcats* were converted into F6F-5K pilotless drones that carried 2,000-pound bombs.

Some Naval Reserve squadrons were still flying *Hellcats* into the 1950s.

* * *

Pete Parish, on his final pass over *Intrepid*, dipped his port wing to the carrier. His *Hellcat* is among the few survivors—only 15 are known to exist in the United States. Only a half dozen are considered airworthy. Others are grounded as permanent exhibits to keep reminding generations of Americans that this plane and its pilots fought with blazing cannons to keep the United States free. □

The 11-Month Shakedown Cruise

New Jersey Sailors

Make it Look Easy



Story and photos by PH2 Roger Pineda, USS New Jersey (BB 62)

A thick blanket of dark, menacing clouds shrouded the land and sea. A storm, hatched somewhere in the western Mediterranean, had traveled east to pummel the Lebanese coast; the silhouette of Beirut's gray skyline disappeared from view as the clouds dumped their rain on the Middle Eastern city.

About 10 miles out to sea, American warships cut slowly through the water. From the air, it was hard to tell if they were moving at all. None of the ships left any visible wake behind them—except for one huge ship

that had turned its bow toward the open sea. It was as if the superstructure, laden with armaments, weighted down the ship causing it to scratch a white arc across the surface of the water.

The heavy shell plating at the stern of this huge ship bore two words in bold, black letters: **NEW JERSEY**.

As USS *New Jersey* (BB 62) headed toward the open sea to meet a supply ship, heavy rains and seas pounded it, and winds in excess of 40 knots swept across the bow. The deck crews hustled to get the rigs

ready to receive ammunition, while the gunner's mates readied the empty powder cannisters to be traded for loaded ones. When the battleship rendezvoused with the supply ship, ammunition transfer began. The foul weather made the transfer even more dangerous than usual. But the men had done this too many times before. They made all the moves look easy.

On the starboard bridge wing, *New Jersey's* commanding officer watched every detail. The men and the equipment were under his control, but the weather could always





bring the unpredictable.

Unpredictable. If any one word could characterize *New Jersey's* so-called "routine shakedown cruise," it would have to be unpredictable. When *New Jersey* left its home port of Long Beach, Calif., in June 1983, the crew fully expected to return in three months. But it would be nearly a year before the battleship brought its sailors back home.

Emotions ran from pride to frustration during those long months aboard the world's most powerful warship—pride in being a crew mem-



Opposite page: Empty cases that once held 16-inch shells are stacked on the main deck.
Above: *New Jersey's* guns belch flames.
Left: SN J. McCormick during a break in flight operations.



Photo by PH1 Ron Garrison

ber and getting the chance to show *New Jersey* to the world, frustration in steaming back and forth, month after month, off the coast of Lebanon where hundreds of Marines and sailors had lost their lives—and not knowing when it would all end.

New Jersey's crew knew the task at hand at the beginning of the cruise last summer—show the battleship to

the rest of the world. And in July 1983, the arrival of the battleship in the Western Pacific punctuated the words “naval power” with an exclamation point.

Manila, Republic of the Philippines, was the battleship's first foreign port-of-call. Civilians flocked to the fleet landing to see the ship. And later, when the liberty parties came

ashore in the evening, the sailors were the focus of attention. They fanned out in groups, heading for the center of the city. Onlookers saw them in their crisp, white uniforms, but they couldn't see what made these sailors different; they couldn't see the bond between the men and the ship whose name each one wore on his right shoulder.





Yet many of the crew were still in awe of the battleship.

"I've been on that ship for over a year now, yet I still can't believe the size of her," Radioman Third Class Ricky Worley said, nodding toward the battleship at anchor in Manila harbor. "Some days I walk around the main deck and just look at her. Man, that thing is big."

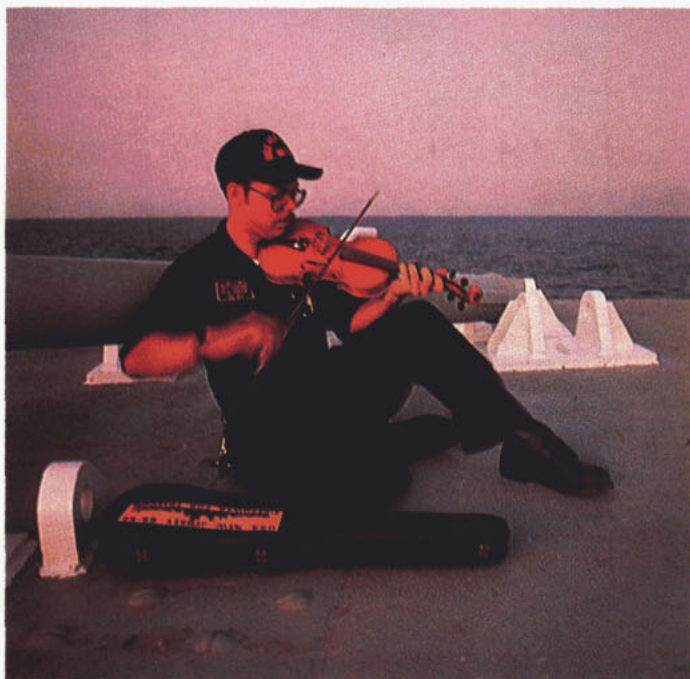


Photo by PH1 Ron Garrison

Not long after the Manila port visit, though, frustration began to set in. As the battleship lay anchored off Thailand, word came that *New Jersey* was being diverted to Central America's Pacific coast.

New Jersey arrived on station in late August. Perhaps by coincidence, perhaps not, the heavy fighting in El Salvador stopped. Battleship and

Regardless of the task at hand, whether it be hauling supplies or readying the ship for VIPs, the crew members got the job done.



crew patrolled off the Central American coast and received dignitaries—including the United States' Secretary of Defense. It was business as usual.

The days dragged on. Letters to families back home turned from stories of exotic places to expressions of impatience. The crew began to plan for their scheduled return to Long Beach. But eight days before they were due to arrive home, their commanding officer told them of a change in orders.

They were to go to the eastern Mediterranean—that meant Lebanon. That also meant at least another two months away from their families. The commanding officer at that point, Captain William M. Fogarty,

knew his crew needed some encouragement.

"This is another instance that shows the importance of the battleship," he told them. "This time we are going to a place to save lives. If you have been following the news, four of our Marines have been killed in Beirut. This time we might be going over there to save the lives of our soldiers of the sea."

The crew rallied.

After the transit through the Panama Canal into the Atlantic Ocean, they worked feverishly. The engines rumbled as *New Jersey* raced across the ocean at 25 knots.

At Puerto Rico, they stopped long enough to receive Captain Richard

D. Milligan as the new commanding officer, then sped away again for Lebanon.

From 10 miles out at sea, Beirut looked peaceful enough. High-rise buildings lined the shore. Older sailors told of its reputation as once being the "Paris of the Middle East." It was hard to believe it was now a battle ground.

The day after *New Jersey* appeared off the Lebanese coast, the warring Moslem militias and the government forces agreed to a cease-fire.

The mission of the battleship crew seemed clear: establish and maintain a presence in the area and support the Multinational Peacekeeping Force.



After a while, though, the constant vigilance began to take its toll. The same question kept coming up: Why did they send us all the way over here if they aren't going to use us? Crew members grew frustrated at not being able to fire on positions that were shelling our Marines ashore.

Then, early on Oct. 23, 1983, *New Jersey's* commanding officer delivered news that shocked the crew—the building that served as the barracks for Marines in Beirut had been demolished by a terrorist who rammed a truck filled with explosives into the building's lobby and killed 241 men. The crew felt utterly helpless.

Not long after the bombing, a message from the CNO stated that

the battleship's deployment in the Beirut area would be extended indefinitely. That meant, at the very least, not going home for the Christmas holidays.

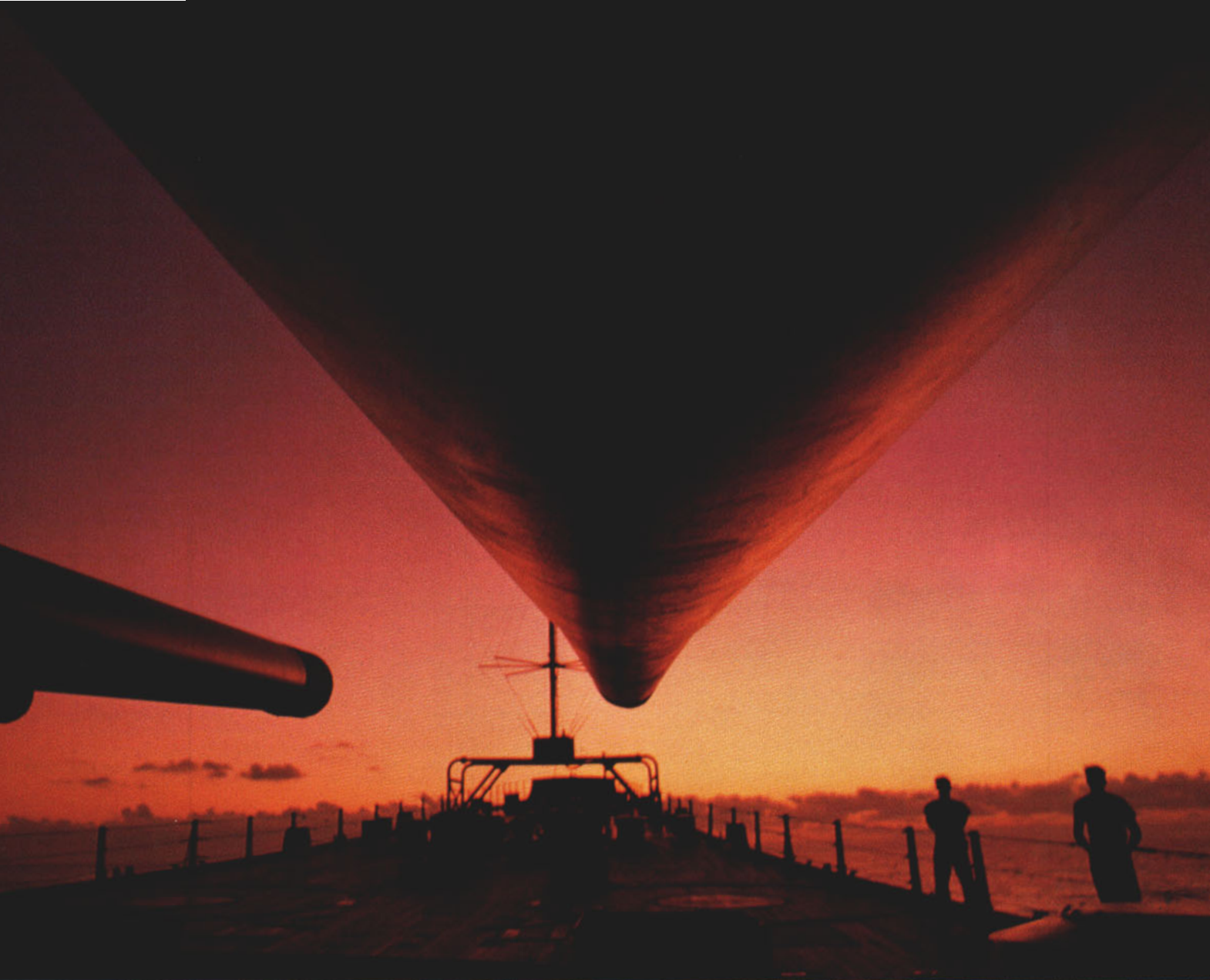
"Our recent extension was not happy news for any of us," Capt. Milligan wrote in a letter to the crew. "I saw a few long faces the first couple of days after the announcement was made, and that was understandable."

The crew dealt with their collective frustrations in individual ways.

"You have to have a place to go where you can vent your emotions in private," said Command Master Chief Petty Officer Robert May. "Many people think that to have



Crew members dealt with their collective frustrations in individual ways.



good morale, everybody has to be blissfully happy. My definition of morale is the ability to do your job well under adverse conditions.”

There’s also another word that fits that definition: professionalism.

“It is obvious to me that the *New Jersey* sailors have the capacity to put their feelings aside long enough to get the job done, and ensure that our ship is safe, clean and totally characteristic with the reputation we have worked so hard to earn,” Milligan said.

The crew’s professionalism paid off on the afternoon of Dec. 14, 1983. The battleship received orders to fire on Syrian positions observed to have been firing at F-14s on a reconnaissance mission. Turrets one

and two roared as the gun crews fired 11 2,000-pound projectiles at their targets. In the din of firing, jubilant yells rang out from the various battle stations. After doing what they had been trained for, the crewmen regained a sense of mission.

While the battleship crew rallied again, the people back in America cheered them on. Christmas cards poured in from all over the country, and entertainers came by way of USO shows to perform for the crew. Bob Hope brought 1,500 copies of a special edition of the *Long Beach Press-Telegram* which carried messages and holiday greetings from the crew’s wives, families, friends and residents of Los Angeles County. Many messages came from people no one aboard *New Jersey* knew

and were addressed to the whole crew:

“We can’t bring you home to share a joyful Christmas with your loved ones, but we want you to know how much we honor and respect your lonely vigil off the coast of Lebanon. Whether we agree or disagree, the President of the United States wants you there to represent this great nation. Your acceptance of this task with the self-denial it imposes upon all of you deserves an official commendation. Unofficially, three cheers for all of you.”

The three cheers—and more—are richly deserved. Because *New Jersey* sailors took on a major job, saw it through and even made it look easy, the world’s image of a battleship as something special is solidly fixed.



Finally Home

New Jersey sailors may have made their 11-month deployment look easy, but there is nothing easy about being separated from family and friends for that long. *New Jersey* finally tied up at the pier at Long Beach, Calif., on May 5, 1984, exactly 331 days after it left. It was the longest deployment by a Navy ship since World War II.

When the word was passed over the ship's IMC that *New Jersey* had moored, helium-filled balloons were released skyward, and family and friends jamming the pier and lining the rooftop of a nearby building cheered wildly. *New Jersey* was finally home, and those emotional reunions were just moments away.



Photos by PH1 David B. Loveall
Fleet Audiovisual Command, Pacific





At The Forefront Of World Events

Story and photos by JO2 Lance Johnson, ComNavResFor, New Orleans

Naval reservists who served aboard the recommissioned battleship USS *New Jersey* (BB 62) were "getting at the same time they were giving."

What they were getting aboard this capital ship of the line was some of the best seagoing training available. But they were also giving a precious gift: leave. They gave a well-earned break to hundreds of *New Jersey* sailors who spent months at sea without knowing when they would ever get home.

The plan to have reservists relieve sailors aboard *New Jersey* went into effect in December 1983, four months after the battleship arrived on station off Beirut and a full six months since the ship and its crew had steamed out of Long Beach, Calif.

When the call went out to the Naval Reserve for volunteers to serve in the ship during the latter half of December and during January, thousands of reservists volunteered for the duty. In less than a week, the men were on a plane headed for the eastern Mediterranean.

Training periods aboard *New Jersey* ranged from four to eight weeks, and the program allowed more than one-third of *New Jersey*'s crew to take leave.

Secretary of the Navy John F. Lehman Jr. visited the battleship earlier this year and told a group of reservists that

the practice of relieving regular Navy sailors "is a concept we can expand, I think, substantially, to the benefit of the Naval Reserve and the fleet."

The reservists themselves viewed the program positively during their duty periods.

"It's my duty as a reservist. If I'm called, I'm willing to help in any way I can," said 60-year-old Sam Stia of Trenton, N.J. The muscular auto mechanic added that serving in the battleship rounded out a career that saw duty in virtually every type of Navy ship.

Stia, a gunner's mate first class, is assigned to the Naval Reserve's only battleship unit. He and five other men from the USS *New Jersey* Reserve Unit of Trenton served in the battleship during January. In the event of mobilization, the recently organized 80-man unit would be sent to the ship for duty.

For ordained minister Jim True of Des Moines, Iowa, serving in place of a *New Jersey* crewman was an opportunity to "do something that's right." True resigned as senior pastor at Bethany Church of Des Moines to go on active duty aboard the ship during Christmas. He was one of 87 reservists who reported on board *New Jersey* Dec. 13, the day before the battleship first fired her 16-inch guns on targets in Lebanon.

"It's hard for anyone to be away from home at Christmas," True said. "But I think it's a very positive loss for the reservists." A petty officer first class in the Naval Reserve, True said he knew what it was like to be separated from family during the holidays. He spent an active duty tour in Vietnam with the Seabees.

"I've been home for Christmas many times," explained Gunner's Mate Second Class Antonio R. Sandoval, an accountant from Edcouch, Texas. "I thought I could help out." He added that he was very impressed by the camaraderie he found aboard the ship. "We were very welcome, and with some of the guys on leave, they needed the extra help."

We enjoyed having them aboard because they talked about home—a place we hadn't been for a long time, Gunner's Mate Second Class Bill Owens said. He helped train Sandoval in one of *New Jersey*'s three 16-inch gun turrets. "Training them helps us refresh what we know," Owens said. "They're willing to learn and they're motivated. They most definitely fit in."

New Jersey's commanding officer, Captain Richard D. Milligan, said that it was a great opportunity for the reservists to come on active duty in a ship right in the forefront of world events. He said the program "paid off for the entire crew, not just the reservists and the men who traveled home." He said that even the men who didn't get to go home were happy for those who did.

Civilian-sailors worked in virtually every space on board *New Jersey*—from the signal bridge to after steering.

"Everyone is proud of what he did set," Seaman Rick Preston, a reservist, said. "I've never seen morale higher at any duty station, especially under these conditions." Preston joined his brother, Greg, in serving in *New Jersey*. They are



members of a tank landing ship reserve unit in Saginaw, Mich.

Mess Management Specialist First Class Chalkie Langley of Cheyenne, Wyo., also found spirits high in the battleship. "There are 1,500 guys living so close that they can breathe on each other," he said. "You would expect more troubles."

Langley, like many of the reservists, even attempted to return to active duty while aboard *New Jersey*. "I've made some friends here," the 43-year-old father of three said. "I'll miss them dearly."

—JOC John J. Keahey contributed to this article while on *AcDuTra* with NIRA.

Top left: GMG3 William J. Hall, a coal miner from Mounseville, W.Va., mans sound-powered phones at New Jersey's forward 16-inch gun turret. **Above:** Reservist MS1 Carl Lugar of Johnstown, Pa., has his picture taken in front of a 16-inch gun turret.

He Named Himself Captain

Story and photos by PH3 Jim Horst
PAO CBC Port Hueneme, Calif.



Like many sailors, Photographer's Mate Third Class Bernie Hamel is rocked to sleep upon the water most nights. But unlike other sailors, Hamel lives on a sailboat with his wife, Julie, a cockatiel known as Captain Hook and a cat answering to Salty. Home is a 41-foot ketch named the Pacific Pearl.

But before you type up your request chit for a deal like Hamel's, you'd better consider how he did it.

The Hamels tried their first taste of sailing while stationed in San Diego. "Everywhere I looked people were sailing," Hamel said, "so my wife and I decided to take lessons at the Navy sailing school. It was love at first sail."

Then, instead of investing in a house or real estate as many young couples do, the Hamels went shopping for a boat. After years of looking they found the Pearl and knew it was what they wanted.

"Because we were living in a 23-foot trailer before moving on the boat we were accustomed to living in cramped quarters," Hamel said. "Living on a boat is not for everyone, you have to be organized and neat. We don't have the space available to store unnecessary items and at times we have to be ruthless and throw out everything that doesn't have a purpose."



The Pacific Pearl has a kitchen, bathroom and sleeping quarters, along with a living and dining area complete with stereo and TV.

The Hamels' love of sailing seems to outweigh the inconveniences of tight living quarters and Bernie says he would much rather spend his Sunday afternoons sailing than mowing the lawn. "After work, most people go home and watch

television. I like to hoist the sails and head into the sunset for my peace of mind."

Of course, things are not all blue ocean, sun and wind in their sails. A sailboat requires a lot of maintenance to keep it in top shape. The Hamels split the chores. Sanding the teakwood deck and rails is Julie's job, while Bernie is the mechanic, electrician and hull cleaner.

During off-hours from his job at rec-

reation services Naval Construction Battalion Center, Port Hueneme, Calif., Bernie enjoys diving for lobsters and scallops, and taking weekend sailing trips with Julie. As for the future, they'd like to sail to Hawaii and explore the South Pacific.

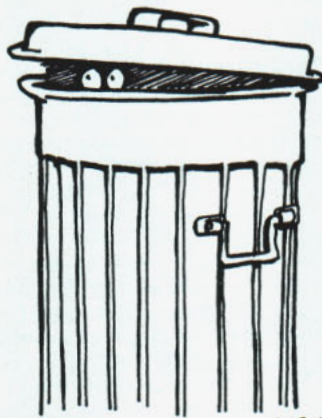
Saluting — When and How

Cartoons by Lt. Cmdr. Fred Weil, USNR-R



You're on your way to the chow hall. Out of the corner of your eye, you catch the glint of gold on the cover of the man approaching to your left. You quicken your pace and remain staring straight ahead, beating the man to the intersection.

Half a block ahead, two officers are headed in your direction. You nonchalantly cross the street and continue on your way.



WE/C
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A car stops at the curb and a woman in a green uniform covered with badges threatens to intercept your course. Unsure if the uniform denotes officer or enlisted, you decide to double time the rest of the way to avoid a confrontation.

Whew! Three whole blocks and you didn't have to salute even once. But think about it. You put yourself through extra planning and needless effort just to avoid lifting your arm three times.

The easiest and most professional reaction would have been a salute and greeting to the officers involved.

Saluting is a military custom founded on courtesy—but uncertainty as to when and how to salute can prevent you from developing a second-nature response. A salute communicates the pride you take in wearing your uniform and the mutual respect that exists between those who salute. It promotes unity by identifying members of a particular group.

Take a little time to learn the basics of saluting. The next time you walk across the base, your pride in your service will automatically speak for itself.

One essential of naval courtesy is the salute. Regulations governing its employment are founded on military etiquette and are deeply rooted in traditions and customs of the Navy. A military organization functions efficiently only as a unit, and any common bond or identifying symbol that furthers the feeling of comradeship strengthens unity. The custom of saluting is a time-honored courtesy among military

people the world over and expresses mutual respect and pride in service.

Q: What is the proper way to salute?

A: Except when walking, one should be at attention when saluting. In any case, head and eyes are turned toward the person saluted unless inappropriate to do so, such as when a division officer in ranks salutes an inspecting officer on command.

When a salute is executed, the right

hand is raised smartly until the tip of the forefinger touches the lower part of the headgear. Thumb and fingers are extended and joined. The palm is turned slightly inward until the person saluting can just see its surface from the corner of the right eye. The upper arm is parallel to the ground, with the elbow slightly in front of the body. The forearm is inclined at a 45-degree angle; hand and wrist are in a

straight line. One completes the salute (after it is returned) by dropping the arm to its normal position in one sharp, clean motion.

The first position of the hand salute is executed when six paces from the person saluted, or at the nearest point of approach, if more than six paces. (Thirty paces is generally regarded as the maximum saluting distance.) The saluting position is held until the person saluted returns the salute or has passed.

Q: *Is it necessary to say anything while saluting?*

A: Hand salutes, according to naval custom, are accompanied by a word of greeting. The junior person stands at attention, looks the senior straight in the eye and says one of the following:

- From rising until noon—"Good morning (grade and name)."
- From noon until sunset—"Good afternoon (grade and name)."

- From sunset until turning in—"Good evening (grade and name)."

When possible, address a senior by grade and name, for example, "Good morning, Commander Jones," rather than by the impersonal "Sir" or "Ma'am."

Q: *Is it ever permissible to salute with the left hand?*

A: Yes. Navy custom permits left-hand saluting when a salute cannot be rendered with the right hand due to physical inability. Army and Air Force custom permits right-hand salutes only.

Q: *What are some common errors in saluting?*

A: Though a "salt" rarely commits a saluting error, less experienced Navy people have been observed saluting improperly because of one or more of the following:

- Bowing the head as the salute is given;
- Dropping the salute before it has been returned;

- Holding the arm awkwardly high or letting it sag too low;

- Saluting on the double instead of slowing to a walk;

- Avoiding the gaze of the person saluted;

- Saluting with pipe, cigar or cigarette in the mouth or hand;

- Waiting too long to begin a salute; and

- Saluting in a casual or perfunctory manner instead of rendering a smart, sharply executed salute.

Q: *Whom should you salute?*

A: Enlisted people salute all officers, and all officers salute their seniors. Salutes are returned by all saluted except when uncovered—the person saluted then acknowledges with an appropriate greeting or a nod of his head.

Salutes are extended to officers of the Navy, Army, Air Force, Marine Corps and Coast Guard; to foreign military and



I GENUINELY APPRECIATE THE EFFORT—BUT, UNDER THE CIRCUMSTANCES, IT REALLY WASN'T NECESSARY TO STAND AND RENDER A SALUTE....

Saluting



naval officers whose governments are formally recognized by the government of the United States; and, when in uniform, to officers of the Navy, Army, Air Force, Marine Corps, Coast Guard Reserves and the National Guard; to officers of the United States Public Health Service and National Oceanic and Atmospheric Administration.

Q: *Should civilians ever be saluted?*

A: Civilians entitled by reason of their position to gun salutes or other honors—such as the President of the United States—rate a hand salute.

Q: *When several Navy people are walking as a group, who should salute?*

A: When a group of junior people approach a senior, the senior in the group initiates the salute and all in the group salute immediately and hold their salute until returned by the approaching officer.

When several officers in company are saluted, all return the salute. For example, if an ensign is walking with a commander and an Army captain approaches, it would be improper for the ensign to salute the captain until the captain first salutes the commander. As the commander returns

the salute, the ensign salutes simultaneously. If two or more people of various grades accompany the senior officer, the same rule applies: they render the salute when the senior officer returns the salute accorded.

Q: *What is the proper saluting procedure when boarding a ship from which the national ensign is flying?*

A: All people in the naval service stop on reaching the upper platform of the accommodation ladder or the shipboard end of the brow, face the ensign and salute. Following this, they salute the officer of the deck.

On leaving the ship, personnel render the salutes in reverse order: first to the OOD and then to the national ensign. This procedure is also followed when boarding or leaving a foreign warship.

Q: *Whom should you salute while aboard ship?*

A: All officers and enlisted people on board a U.S. Navy ship salute all flag officers, the commanding officer and visiting officers senior to themselves on every occasion of meeting, passing near or being addressed when covered.

On their first daily meeting, they salute all senior officers who are attached to their ship. Many seagoing commands consider salutes rendered at quarters as the first salute of the day.

When not in formation, all officers and enlisted people salute whenever addressed by officers senior to them. When the progress of a senior officer may be impeded by a salute, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Q: *What is the procedure for saluting while in boats?*

A: The officer or petty officer in charge of a boat not under way salutes officers who come alongside or pass nearby. If there is no petty officer in charge, all those in the boat rise and render a salute. Boat coxswains salute all officers entering or leaving their boats. (Although it is customary to stand when saluting, this formality is dispensed with if the safety of the boat or crew would be imperiled.)

When boat awnings are spread, enlisted people sit at attention while saluting; they do not arise under these circumstances.

Officers seated in boats rise when rendering salutes to seniors who are entering or leaving.

Q: *What about when boats are under way?*

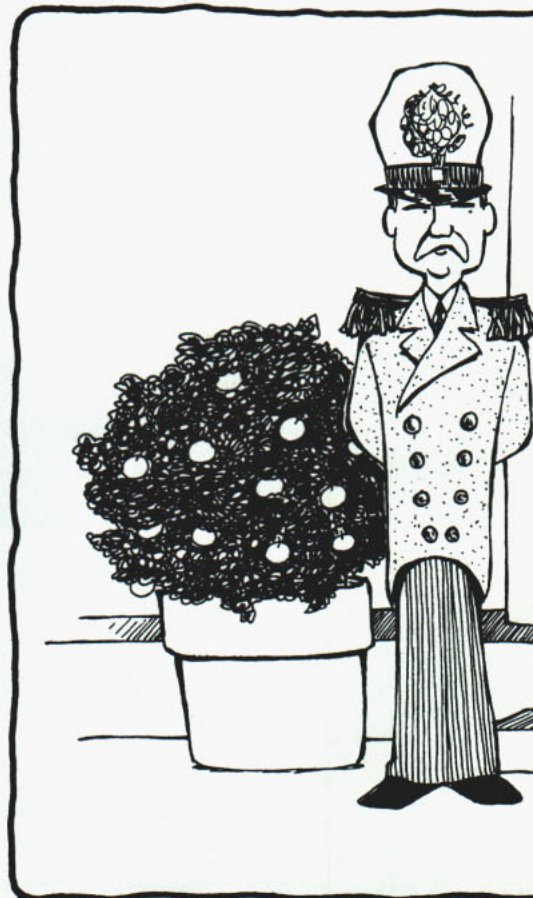
A: When boats pass each other with embarked officers or officials in view, hand salutes are rendered by the senior officer and coxswain in each boat. Officers seated in passing boats do not rise when saluting; coxswains rise to salute unless it is dangerous or impracticable to do so.

Q: *Is it proper to salute officers who are wearing civilian clothes?*

A: A junior in uniform who recognizes a senior in civilian clothes should initiate the proper greeting and salute. In time of war, however, an officer not in uniform may be deliberately avoiding disclosure of his/her naval identity, so one should be discreet about the normal peacetime rule.

Q: *How should one salute when passing a senior proceeding in the same direction?*

A: No junior should overtake and pass a senior without permission. When for any



reason it becomes necessary for the junior to pass, he does so on the left, salutes when abreast of the senior and asks, "By your leave, sir (ma'am)?" The senior usually replies, "Very well," and returns the salute.

Q: What is the procedure for saluting when reporting?

A: When reporting on deck or out-of-doors ashore, one is covered and salutes. When reporting in an office, one is uncovered and therefore does not salute.

Q: What should one do about saluting when the grade of the person being considered for a salute is unknown?

A: In most cases, officers will know the relative seniority of those with whom they have frequent contact. But there are many situations, especially ashore, where that is an obvious impossibility. The safest course of action is to salute when uncertain and do so immediately rather than waiting for the unknown person to disclose his/her rank.

Q: When do sentries salute?

A: Sentries salute all officers boarding



or departing a ship by way of the brow, and when passing or being passed by officers close aboard in boats or otherwise.

Q: When should a Navy man or woman salute a senior riding in a vehicle?

A: Enlisted people and officers salute all senior officers riding in motor vehicles. Those in the vehicle both render and return salutes, as may be required. A driver of a vehicle is obliged to salute if the vehicle is stopped—to do so while moving might endanger the safety of the occupants and therefore may be omitted.

Q: Are there situations in which it would be improper to salute?

A: Yes. Some of the more common are listed below. Do not salute:

- When uncovered, except where failure to salute might cause embarrassment or misunderstanding, as when entering an Army officer's office on a reservation where naval customs may not be known;
- In formation, except on command;
- On work detail (the person in charge of the detail salutes);
- When engaged in athletics or assembled for recreation or entertainment;
- When carrying articles in both hands, or otherwise so occupied as to make saluting impracticable;
- In public places where obviously in-

appropriate (theaters, restaurants, etc.);

- In public conveyances;
- When a member of the guard is engaged in performance of a duty which prevents saluting;
- In action or under simulated combat conditions; or
- In mess. (When addressed by a senior while eating, stop eating and sit at attention.)

Q: Should a person on duty salute when entering a room in which seniors are present?

A: Yes. Navy people on duty are normally covered and should salute when entering a room occupied by seniors, as when giving 12 o'clock reports aboard ship.

Q: What is the proper procedure for saluting during the playing of the national anthem?

A: When the national anthem is played, people in the naval service stand at attention and face the colors, if displayed; otherwise, they face the music. If covered, they salute at the first note of the anthem and retain the salute until the last note.

When in ranks, the officer in charge orders "Attention" and renders an appropriate hand or sword salute for the formation.

In boats, only the boat officer—or in

Saluting

his absence, the coxswain—stands and salutes when the national anthem is played. Other members of the crew and passengers who are already standing come to attention. Personnel wearing civilian clothes and standing at attention in a boat during the anthem do not render the “hand-over-heart” salute. This is an exception to the general rule.

Q: *Is it necessary to salute the ensign when it is being carried in a parade?*

A: Military people salute the flag when they are passed by or pass it being carried unfurled in a parade or military formation.

Q: *What procedures should be observed at funeral or religious services?*

A: During funerals, officers and enlisted people remain covered while in the open but uncover during the committal service at the grave. During burial services at sea, they remain covered throughout the service.

During religious services aboard ship and during formal religious ceremonies

outdoors ashore, members remain uncovered.

At a military ceremony when the occasion requires, an officer or enlisted person salutes rather than uncovers, as that is the traditional mark of respect. If an officer were attending a military funeral officially, a salute would be appropriate whenever honors are rendered; when the body is removed from the hearse or chapel, from the chapel to the caisson, and from the caisson to the grave; when volleys are fired; and when taps is sounded.

As a participant at a non-military funeral or burial service, an individual may follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave and the lowering of the body.

Jewish custom calls for remaining covered during all religious ceremonies; the usual rules regarding uncovering do not apply when a service is being conducted by a representative of that faith.

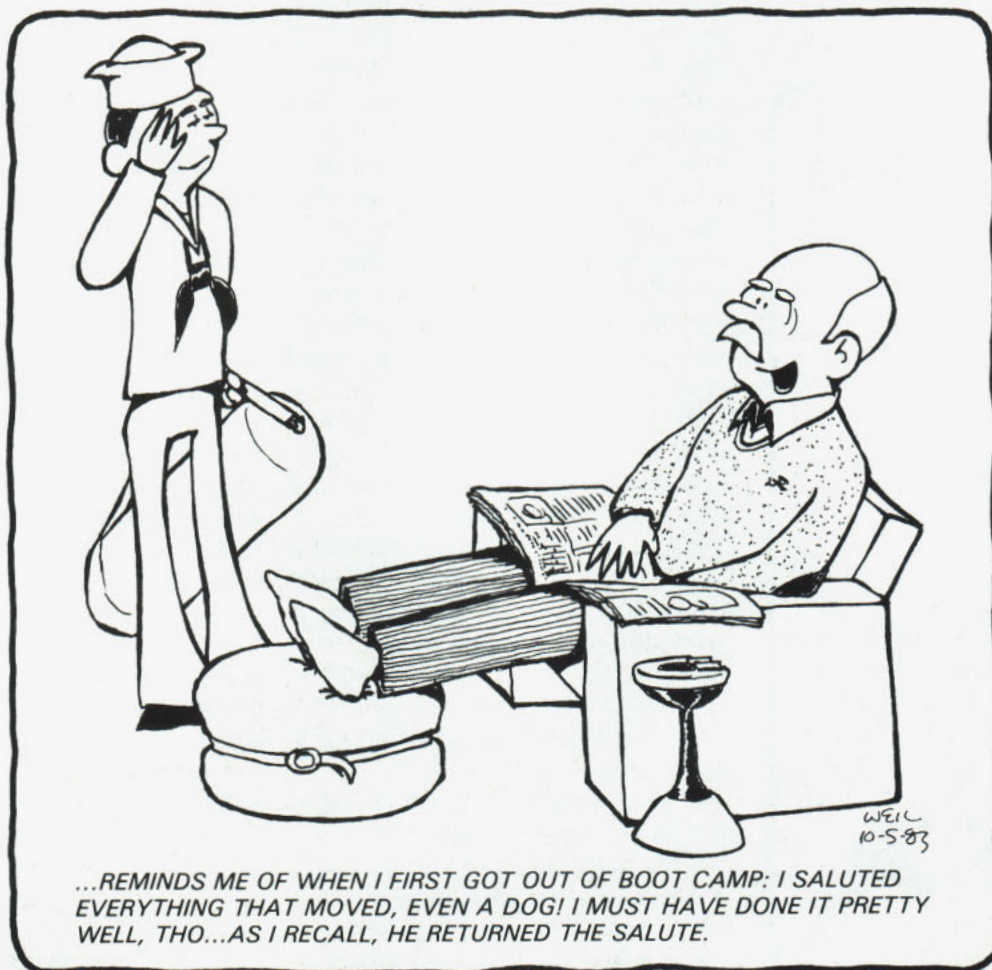
Q: *What is the procedure for saluting at Honors to the Colors?*

A: At both morning and evening colors, “Attention” is sounded, and all officers and enlisted people topside face the ensign and salute. At shore stations and on board ship during peacetime where a band is present, the national anthem is played during ceremonies, so the salute should be rendered in accordance with procedures followed for the playing of the anthem.

Q: *What is the procedure for rendering a salute during colors when in a vehicle or a boat?*

A: During colors, a boat under way within sight or hearing of the ceremony either lies to or proceeds at the slowest safe speed. The boat officer—or coxswain in the absence of a boat officer—stands and salutes except when it would be dangerous to do so. Others in the boat remain seated or standing and do not salute.

Vehicles within sight or hearing of colors stop. People inside sit at attention. □





They Call Me Marshall

Story by J01 Melanie Morrell, CNTT NAS Memphis, Tenn.

The vast expanse of open sea and darkness lent a feeling that the carrier was sailing in an ominous, black void. The carrier air traffic control center (CATCC) was using limited radar during this night's flight operations.

Peril loomed—a pilot had lost his port engine, he was low on fuel and was unsure of his location.

On board USS *America* (CV 66), Air Traffic Controller First Class Marlin L. Bizzle was manning the marshall, or initial, air control position. Coolly initiating emergency procedures, he established the pilot's position, maintained contact and obtained priority landing for the troubled aviator and his craft, bringing both back to the carrier for a safe "trap."

Such performance is commonplace for the petty officer who was recently awarded the Admiral Robert B. Pirie Award for being the Navy's top air traffic controller in 1983. Secretary of the Navy John F. Lehman Jr., lauded Bizzle's "precise, confident control of aircraft and quick re-

action in any situation" when citing the *America*-based sailor as the Navy's premier air traffic controller.

Rear Admiral Ted C. Steele, Commander Tactical Wings U.S. Atlantic Fleet, also commended Bizzle's consistent use of extraordinary judgment during daily carrier operations while deployed throughout the world. Admiral Steele specifically praised Bizzle's flawless performance in *America*'s carrier air traffic control center during operational readiness exercises in the Caribbean Sea during one 36-hour period of non-stop flight operations.

Bizzle attributes his success to the mutual respect he and the Navy fliers have for one another. "You have a rapport with the pilots; you get close to them," he said. "The pilots know me by voice . . . they call me 'marshall' because that's the position I handle—marshall control."

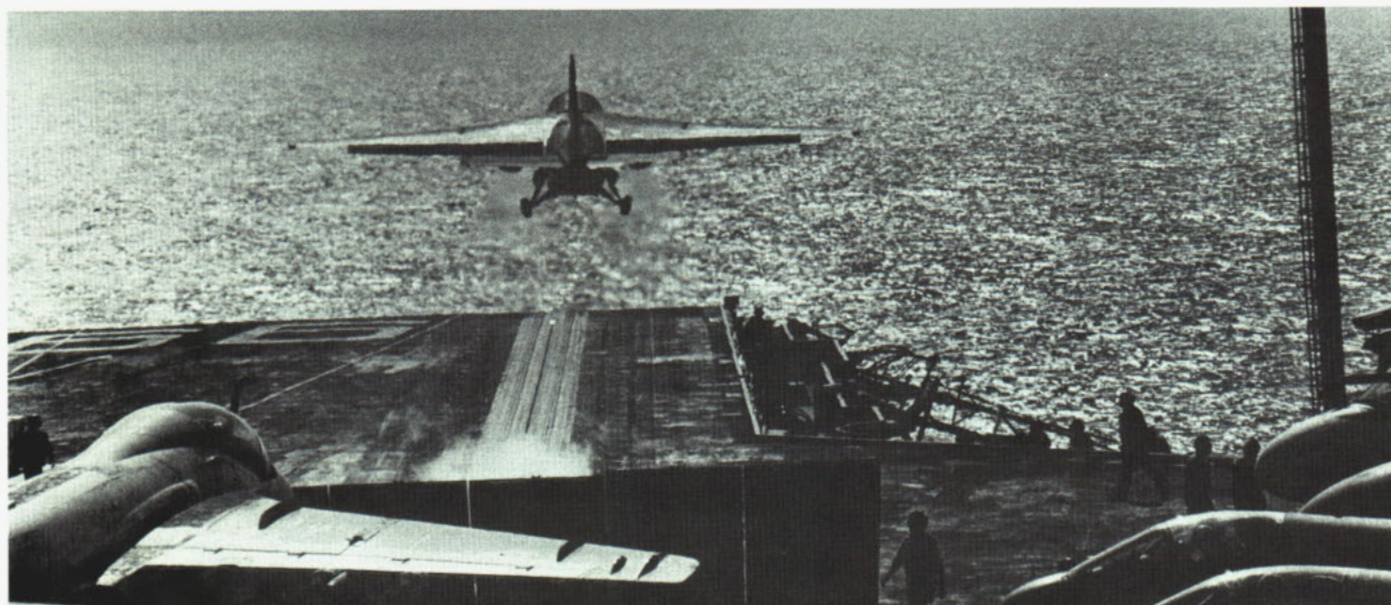
Praising his "customers"—the pilots who depend on him—Bizzle said, "The pilots are professionals to the nth degree.

I really have to hand it to them. Not only do they have to fly and fight but when that's done they have to come back and land on that tiny carrier deck." They are able to do that "with a little help from their friends" in CATCC, friends like AC1 Marlin Bizzle.

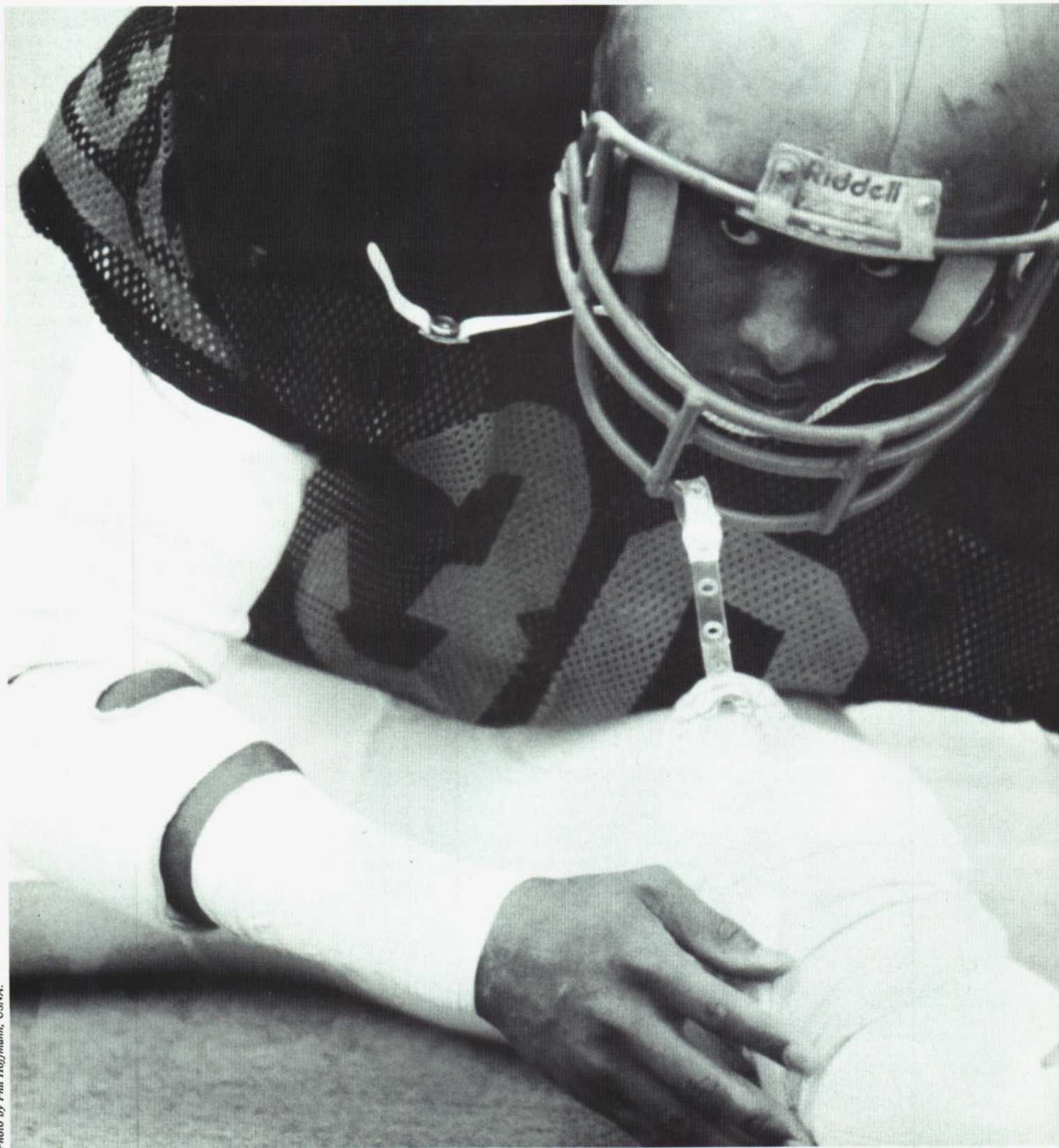
Bizzle described the preciseness of air control during flight operations: "It's like a ballet. It's very tense, very dramatic." He added, "Air traffic controllers are extremely confident, they're aggressive and assertive. But when you start controlling 20 to 30 planes, you'd better be assertive. And you need to be assertive with the pilots, or you won't be in control."

The Pirie Award was established in 1975 and is awarded annually to the Navy's top air traffic controller. It is the most distinguished honor a Navy controller can receive. □

Above left: AC1 Marlin Bizzle, now stationed at NAS Oceana. Below: USS *America* (CV 66) during flight operations.



McCallum Runs



For Navy Blue

Story by Rick Chryst, USNA

It's August in muggy Maryland and if there is a breeze off the Severn River, it doesn't do much to relieve the heat. A pair of football pads and a four-pound helmet aren't a whole lot of help, either. But to Midshipman First Class Napoleon McCallum and the rest of the Navy football team, a little preseason sweat—bodily testimony to a far greater commitment—is not a big deal. For on the eve of the 1984 season, the four biggest athletic months of McCallum's young and talented life, the time for wondering "What if?" is gone. The questions have all been answered.

It wasn't always that way . . .

Not long ago, spring came to the Naval Academy in glorious splendor, as it does to all colleges across the country. America's youth frolicked as frisbees dotted the skies and sun worshippers blanketed the lawns. It was a happy time. A carefree time.

Yet, for college student Nap McCallum,

time—free time—had become a precious commodity. When you are a football All-American, everybody wants a piece of you. When you are a football All-American at a service academy, ineligible to play the pro game until your five-year commitment is served, this is even more true.

So, in the spring, you go to banquets and meet with reporters, smiling as everybody tells you how good you are. You talk with fellow players who are getting the same recognition, then listen as they tell you about the \$40 million contract they are about to sign.

And you think about what might have been. Maybe you think too much. Not exactly the concerns of a normal 20 year old on a sunny spring day. But then, Napoleon McCallum has always been an exception. Heisman, honor, hero . . . the three words summarize what makes Navy's number 30 so special.

Heisman

He's that good. Not since Roger Staubach dodged his way to college football's most prestigious award in 1963 has any service-academy player accumulated so many laurels. A consensus All-American and sixth-place finisher in the 1983 Heisman Trophy sweepstakes, McCallum holds 16 Naval Academy records. His average of 216.8 all-purpose yards per game led the nation and was the fifth best mark in NCCA history. He ranked third in the country in rushing (1,587 yards) on a team that was 3-8. But even more impressive than the numbers is the testimony of those who saw him play.

"To see him run is to see a man move through grasping defenders as if carried by magic," wrote Dave Kindred in the *Washington Post*. "Give him the football,

Whether he's suited up for football or in his midshipman's uniform, there's no doubt that Napoleon McCallum is on the Navy team.

Photo by David Eckard, USNA.



give him a suggestion of daylight and McCallum, now smoke curling through a net, is suddenly downfield. It is done with the elegance born of simplicity. He is a natural athlete (a 6-10 high jumper) who (surprise) loves to work."

After breaking for 172 yards against Pittsburgh, the most any runner has gained against the Panthers since Penn State's Lydell Mitchell got 181 in 1971, Pitt coach Foge Fazio could only shake his head in wonder: "If you want to talk about effort—that McCallum . . . showed great second and third effort. We played every one of our defensive schemes, and I'm sure our guys were keying on him, but he has great lean, good balance, and he heads for the goal line. He can play for anybody in the country."

"Husky Stadium may not see a better runner the rest of the year than it saw yesterday," commented Steve Kelly in the *Seattle Post-Intelligencer* after McCallum wove his way through a talented Washington team for 214 all-purpose yards. "He isn't some brash, thrashing glamour guy from some high-powered football program. He wears Navy blue and speaks softly, preferring to let the running game do his talking. . . .

"Occasionally, the Naval Academy gets lucky. It finds a player who wants more out of college than 11 Saturdays of glory and a ticket to the National Football League."

Honor

Before all the glory and the press clip-

pings and the interviews, there was family for Nap McCallum. Parents Napoleon and Virginia, both teachers, made sure their son learned his lessons well.

"My basic belief is if you bring a kid up right, teach him how to work and give him some values, whatever he goes into he'll be a success at," Napoleon, the father, said to the *Washington Post*.

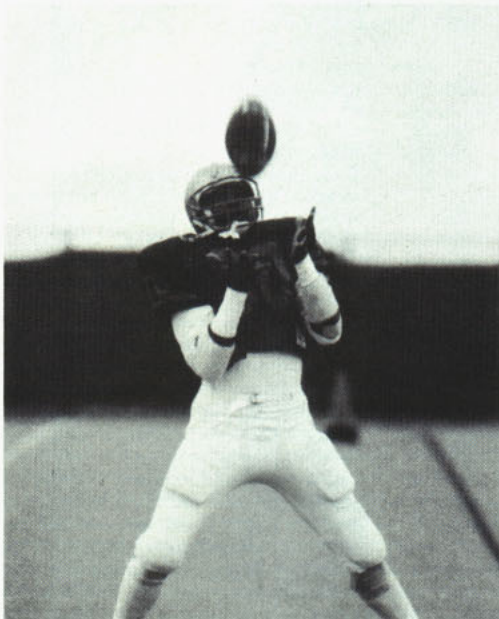
Thus the roots were planted. Planted in much the same way that Nap the tailback cut trees, thousands of them and planted poles as his family fenced in the 8½ acres of their farm when he was a boy. First a fence, then a barn. A patio followed, and soon a garage became a living room.

"We believe in work," his father told *Sports Illustrated*. "We had cows and goats, and sometimes they'd get out over



three or four miles of hills. We had to go get them. Didn't matter what time. Good work."

It was exactly this—a place with a curfew and discipline—that proved attractive about the Naval Academy and made the



McCallums "comfortable." It's a decision that now, three years later (and five years down the road), Nap has admittedly thought about a lot.

"Yeah, you wonder what it would be like if you had gone somewhere else," smiles McCallum, contemplating what he would do with the money that would almost surely be there next spring in the annual college draft. "Especially with the USFL paying the salaries they are, the stakes are high."

Second thoughts? Certainly. Regrets? Not at all.

"It's been the best place for me," says the computer science major with convincing sincerity. "You think about the maybes—maybe I'd get hurt somewhere else, maybe things wouldn't go as well in the pros. This way I've got something that I can't lose—an education. Five years from now, football will still be an option. But if it's not, I've still got a future, a real good future."

No less an authority than Staubach agrees.

"It's the right choice," commented Staubach in *The Sporting News*. "Unless you're a real schmuck, you've got the chance to do whatever you want to do the rest of your life if you graduate from the academy."

And one more thing—this from McCallum: "Three years ago, I made a commitment to this place. I intend to keep it. Like Roger and I were talking, you don't hurt the ones you love."

Hero

In this money-conscious, cocaine-sniffing era of modern sports when role models are as rare as Model T's, McCallum is a refreshing change. Not surprisingly, it is something he prepared for.

"My father never allowed me to get a big head," said McCallum. "He always said you've got to worry about people looking up to you."

To which the *Baltimore News-American's* Barry Levine responded: "The United States Naval Academy couldn't ask for anything more. McCallum, his attitude, his honesty, his willingness to remain a team player no matter how superior he was to the rest, is sort of an unofficial creed of what the armed forces are all about."

The *Richmond News Leader*, on Oct. 12, 1983, went one step further.

"Asked to list his heroes, he names three: his Ohio high-school wrestling coach Ed Morris, Navy's 1963 Heisman Trophy-winning quarterback Roger Staubach and John Wayne. . . . If we have our guess, it won't be long before others—to come after—are saying of Nap McCallum what he is saying now of Staubach and Wayne. For in Nap McCallum, there seems to be all the ingredients of a hero in the making."

Indeed, a lot for a young man to think about on a sunny spring day in Annapolis.



Midshipman Napoleon McCallum, Navy's No. 30, averaged 216.8 all-purpose yards per game last season. Photos by Phil Hoffmann, USNA.

Bearings



Photo by Frederick Larson, San Francisco Chronicle

Navy-Civilian Team Fights S.F. Pier Fire

The mayor of San Francisco praised a combined military-civilian firefighting team from Naval Station Treasure Island for its help in containing a five-alarm pier fire the evening of May 9, 1984.

Two Navy tugboats were dispatched from Treasure Island, which is near the center of the Oakland-San Francisco Bay Bridge, to rush military crews from the station's port services office and firefighters from Treasure Island's civilian fire department to fight the fire at city-owned piers at the bridge's west foot.

Duty tugboat USS *Winnemucca* (YTB 785) was "on the scene providing (firefighting) assistance ... within 18 minutes," wrote Mayor Dianne Feinstein in a letter of appreciation to the naval station's commanding officer. Standby tug USS *Acconac* (YTB 812) responded a short time later to the raging fire that kept more than half of San

Francisco's fire department busy for nearly four hours.

Under San Francisco Fire Department direction, the Navy craftmasters piloted their tugs close to the intense blaze and tied up several times to the smoldering, timber-decked piers to maintain position on the fire and to avoid drifting into civilian fireboats crowding the water. The mooring lines had to be hosed with water to keep from burning.

Crumbling warehouse walls and the possibility of explosion added to the danger of smoke and fire. "We didn't know what was in the pier warehouses," said Quartermaster First Class John A. Sullivan, *Winnemucca's* craftmaster.

The fire sent flames several hundred feet into the air and blistered paint on the sides of city fire trucks. A fire department spokesman said damage is estimated in the millions of dollars.

Sullivan said training that the tug crews received at a three-day firefighting school they attended in April helped in fighting the fire. He also

praised the base firefighters for "forethought in checking out station tugs several months ago and for familiarizing themselves with on board equipment."

The mayor cited the "outstanding and generous assistance" rendered by the Navy "during this dangerous conflagration," and specifically praised the work of the two tugs.

San Francisco's fire chief wrote, "Due to the assistance of your fireboats, the fire was contained to the involved piers and did not extend to nearby structures and shipping."

Port services duty harbor master QMC Water Kalpinski, command duty officer Lieutenant Commander Cheryl Oakleaf and craftmasters Sullivan and Chief Boatswain's Mate George C. Jones received Navy Achievement Medals for their professional actions. Naval station firefighters and tugboat crew members, 20 in all, received letters of commendation from Captain Arthur M. Osborne, naval station commanding officer. ■

—By EM2 Kevin Bower, USNR-R

Rescue at Sea

The saying about flying being hours of boredom followed by seconds of sheer terror turned into reality last March when the engines of Tom Mount's Cessna 310 airplane malfunctioned simultaneously on his way from Grand Cayman Island to Florida. He was able to notify Miami Center and Naval Air Station Key West radar approach control of his plight seconds before going in.

Just before hitting the water, Mount opened the plane's door and threw a life raft into the water. The plane hit the water flat and the cockpit immediately filled with water. Under 20 to 30 feet of water, Mount unstrapped his passenger, his fiancée Patti Schaefer who had suffered severe head wounds, and pulled her out of the cockpit.

Mount couldn't find the life raft, so he opened a suitcase floating in the water. Schaefer clung to a wing tip tank that had broken off. Mount, a former naval explosive ordnance disposal diver, recalled his Navy training and used a pair of trousers as a life preserver. Tying off both trouser legs, Mount forced air bubbles up and into the leg openings.

Waiting in the water, Mount spotted a large shark and deliberately swam toward it. For whatever reason, the



Photo by Lt.Cmdr. Stephen Smith

Pilot Tom Mount shakes hands with his rescuer, AE3 Clifton Scott.

shark didn't attack, despite the fact that Mount and Schaefer were bleeding.

Meanwhile, a team of experts had already swung into action. Marking Mount's last known position, radar approach control coordinated the air search. The Coast Guard dispatched two boats, a helicopter and a *Falcon* jet, and the Navy launched a search and rescue helicopter from NAS Key West. The *Falcon* initially spotted the survivors and vectored the Navy helicopter in for the pickup. Rescue pilots Lieutenant Junior

Grade Tim Hanley and Lieutenant Doug Wilkey reported sighting 15 large sharks in the area.

Aviation Electrician's Mate Third Class Clifton Scott, a specially trained Navy swimmer, jumped into the shark-infested waters to assist in the rescue. Once in the helo, Mount and Schaefer were treated by Navy flight surgeon Lieutenant Commander William Kelley and a corpsman and were flown to NAS Key West. The two were then taken to Florida Keys Memorial Hospital. ■



Missouri Recall

USS *Missouri* (BB 63)—site of the Japanese surrender in Tokyo Bay on Sept. 2, 1945, ending World War II—will be reactivated in 1986 at Long Beach Naval Shipyard, Calif. *Missouri*

is the third battleship to be reactivated by the Navy in recent years, following USS *New Jersey* (BB 62) and USS *Iowa* (BB 61).

Fleet and selected reservists who would be able to complete a two-year active duty period before reaching age 60 are needed to fill out the crew. Those in the following ratings and Navy Enlisted Classifications are eligible for the two-year recall to active duty: AG, BM, BT, DK, EM, EN, ET, EW, FTG, GM, GMG, HM, HT, IC, IS, JO, LI, LN, MA, MM, MR, MS, NC, OS, PC, PH, PN, QM, RM, RP, SH, SK, SM, SN, YN, and 9512, 9516, 9548, and 9580.

More than 4,000 reservists applied for recall to *Iowa* under a similar program in anticipation of its April 24, 1984, recommissioning. The first group selected for *Missouri* will probably report to Fleet Training Center, San Diego, Calif., in July 1985.

Applications for the recall should be received no later than Sept. 1, 1984, to ensure full consideration. Applicants should mail requests, clearly marked "Missouri Recall," to Commander, Naval Military Personnel Command (NMPC-21), Washington, D.C. 20370. Those not selected for the first recall will be retained for subsequent recalls. ■

Bearings



Jouett Gets Golden Anchor

USS *Jouett* (CG 29) won a Golden Anchor Award for having the best career motivation program for the period October 1982 to September 1983 in the major afloat category, Pacific Fleet.

Jouett's command retention team (Captain R. S. McCartney, commanding officer; Lieutenant Commander L. Heyworth, executive officer; Master Chief Electrician's Mate P.L. Wilson, command master chief; and Navy Counselor First Class Richard Dewey,

command career counselor) identified four major command programs as crucial in achieving the superior retention results which led to the award: career information management, retention support which focused the effort of 18 division career counselors, attention to detail and the overall command climate.

Jouett's command retention team uses an aggressive tickler system to monitor the overall interview system and track potential and prospective eligible re-enlistees. Those who have demonstrated the ability to contribute to the command and the Navy may be counseled by the entire chain of command.

Dewey uses retention hotlines to call detailers to get his sailors the best orders possible. "I go that extra mile," he said, "to obtain the duty preferences each person desires."

According to Dewey, the key to *Jouett's* success in being awarded the Golden Anchor lies in paying attention to detail and providing the kind of atmosphere that nurtures retention. ■

—By JO3 Michael Simpson,
USS *Jouett* (CG 29)

Terrorist Chasing

It doesn't take much to fire up troops to chase terrorists through the waterways of Florida—especially when those troops are reservists undergoing active-duty training.

In Jacksonville, Navy and Coast Guard reservists, Army National guardsmen and active duty support personnel from each service pooled their assets to participate in exercise JAXEXONE-83.

The exercise began with the placement of a "terrorist" force—about 30 active duty Marines from nearby Cecil Field Naval Air Station—on a narrow, uninhabited island in the St. John's River.

From the island, the mock terrorists—armed with simulated weapons—threatened the port city of Jacksonville, its petroleum storage and power-

generating facilities, and military and commercial shipping and air traffic.

The ensuing confrontation between terrorists and defenders involved minesweeping and mine recovery operations, naval gunfire support, amphibious and airborne assaults on the island, simulated casualties and medical evacuations.

According to Naval Reserve Captain Rudy Hernandez, tactical commander for JAXEXONE-83, multiservice training operations such as this are not routinely available to reservists. "There really are no winners or losers in this kind of exercise because the training this kind of exercise affords is excellent," he said. "Each of the units performed duties it would undertake if mobilized for war or national emergency." ■

—Lt. Cmdr. Lynn Howell, USNR-R,
contributed to this story



Photo by Lt. Cmdr. Lynn Howell

Reservist UT1 James Quickle of Tulsa, Okla., works on a section of pipe at Rota Naval Base.

Reserves at Rota

More than 350 Seabees from Reserve Naval Mobile Construction Battalions 22 and 28 spent two weeks of active-duty training in Rota, Spain, working with Naval Construction Battalion One. The two reserve battalions deployed in groups of about 60 every two weeks so that NMCB-1 could get reserve support for a full 12 weeks.

The reservists put up a retaining wall at the base power plant, built a fire-fighting training structure and paved parking lots, among other projects.

"The reservists do a lot of things that we find hard to get done because of our limited budget and manpower," said Captain Alan Smith, Rota public works officer.

"Many of these people are in the building trades at home working as builders, electricians, plumbers, masons and carpenters," said Commander George W. Yankoupe, NMCB-1 commanding officer. "They are experts who have the old-time American pride, both in their work and in their uniform." ■

Taking Care of USS *Prairie*

A ship's deck department is responsible for the rigging, operation and maintenance of equipment located on deck or aloft. That in itself creates enough work to keep a crew of boat-swain's mates busy.

But consider the accomplishments of USS *Prairie's* (AD 15) deck force. Not only does *Prairie* require extra care as one of the few remaining ships with a wooden deck, but *Prairie* has been on continuous active duty since World War II.

"Because *Prairie* is as old as she is, she requires a little extra attention," Boatswain's Mate Third Class Beth Collins said. "Shipboard preservation is a full-time job." Added to that is *Prairie's* mission of providing repair services to ships around the world.

Besides keeping the exterior of the ship looking good, deck divisions also maintain and operate the ship's boats, handle ship to ship underway replenishment rigs—both ship to ship or helicopter to ship—and anchor and moor the ship.

While under way, people from *Prairie's* deck force take the helm and stand bridge and lookout watches. "The

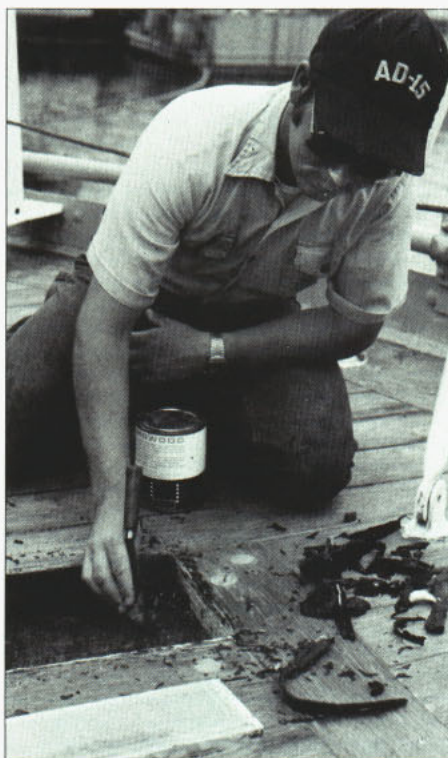


Photo by SN William Leake

SN John Littlefield of First Division replaces a piece of the wooden deck.

lookouts have proven to be an invaluable asset," said Instrumentman First Class Arnold Owens, a combat information center watch supervisor. "In CIC we use radar to detect traffic on the seas, yet we rely on the lookouts for

confirmation and identification of what we pick up on radar."

First division is responsible for upkeep and maintenance of both anchors on the fo'c's'le, the operation and maintenance of two small cranes used for lifting stores and *Prairie's* weather decks on the 0-1 level.

Second division is charged with taking care of main deck spaces, including the paint locker. They are also tasked with underway replenishment and refueling evolutions.

Third division does maintenance and upkeep of eight boats and two boat and airplane cranes.

Daily routines of chipping old paint, spraying new paint and fresh water washdowns involve the entire deck department.

Seamanship is the oldest of all seagoing skills learned aboard ship. Although the deck department has become more modern over the years, they may be the only sailors left who know how to splice rope, rig a bo's'n's chair, tie fancy knots, rig and bend lines, and actually make the bo's'n's pipe sing.

Special credit goes to *Prairie's* deck force for their quality of seamanship over the 43 years that qualify *Prairie* as the oldest ship on continuous active service. ■

—Story by JO3 Lynne Gladstone

250,000 Arrests

USS *Saratoga* (CV 60) recently set a milestone when it logged its 250,000th arrested landing during operations near St. Thomas in the Virgin Islands.

Captain John K. Ready, *Saratoga's* commanding officer, piloted an F-14 *Tomcat* on the landing that occurred exactly one year after *Saratoga* completed the Navy's first Service Life Extension Program overhaul at the Philadelphia Naval Shipyard.

The 75,900-ton carrier has made 16 Mediterranean deployments and one combat deployment to Vietnam. ■



USS *Saratoga*.

Photo by PH1 Paul Goodrich

Hayler's Firsts

Newly-commissioned USS *Hayler* (DD 997) recently awarded its first Enlisted Surface Warfare Specialist pins to four plank owners. The men who led the way to the qualification are GMT1 Lawrence McFaul, PNC Barry Schonteich, BMC Stephen Smith and FTGC John Williams.

Additional "firsts" for *Hayler* occurred when EMCS Robert D. Campbell became the first person to be commissioned on board, and then as CWO2, Campbell performed his first official duty by re-enlisting Smith. ■

Navy Participates In New Orleans Mardi Gras



The weather was not always the best, but spirits were high at Mardi Gras, and everyone—including Navy band members, a 30-man unit from USS Estocin (FFG 15), Naval ROTC units and even actor Kirk Douglas, grand marshal of the Bacchus parade—kept up a party mood. One of the most popular programs was “dial-a-sailor” (far right) which kept phone lines busy on Estocin.



Photo by PH2 David Previti, USNR-R

An 81-member band composed of musicians from six Navy bands from around the country gathered in New Orleans to perform at the 1984 Mardi Gras. The combined band gave more than 90 performances during three days, including mini-ensembles in rock, jazz, Dixieland, and country and western. An estimated 3 million people took in the shows, including the band's parade finale.

A 10-member Navy color guard carried the U.S. and Navy colors, and also carried representative state flags of the bands participating in the Mardi Gras parade. Bands came from New Orleans; Charleston, S.C.;

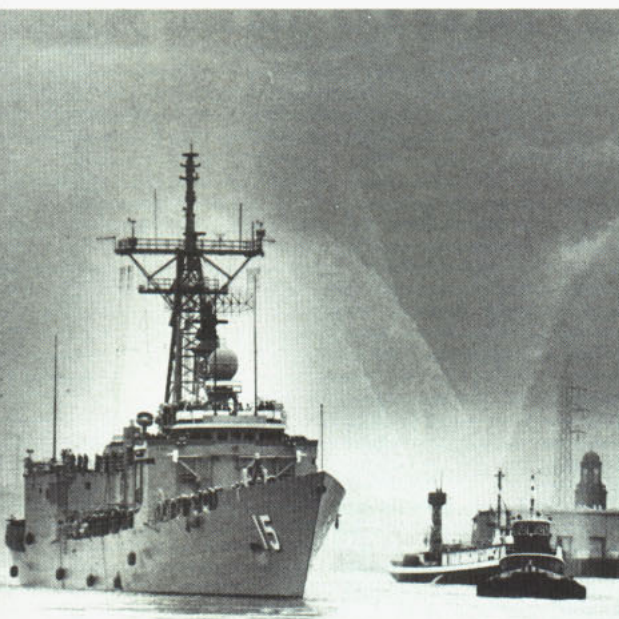


Photo by Lt. G. MacDonald, USNR-R



Photo by PH2 Heidi Nickel, USNR-R



Orlando, Fla.; San Francisco; Memphis, Tenn.; and Great Lakes, Ill.

Pierside during the celebration was the guided missile frigate USS *Estocin* (FFG 15) from Mayport, Fla. More than 2,500 visitors toured the ship during its four-day port call at the French Quarter wharf. The ship provided the color guard and 20-man marching unit that participated in parades.

In addition to public ship visits, a "dial-a-sailor" program generated high interest. The 180-man frigate received an average 100 phone calls a day from local citizens who invited crew members to various functions during Mardi Gras week. □



Photo by Lt. G. MacDonald, USNR-R



Photo by Lt. J. S. Phil Jordan, USNR-R

The 'Wicked Witch Of The West'

Story and photos by PH1 Fel Barbante,
Seventh Fleet, Subic Bay, R.P.



It's a long way from mid-America to the western Pacific and Indian oceans, but for native Kansans serving in the Seventh Fleet, a reminder of the Jayhawker state is as near as USS *Wichita* (AOR 1).

Like the fertile farmlands and rich oil fields of the 34th state, *Wichita* is a provider. And for 440 Navy men, especially Kansans serving aboard the 659-foot replenishment oiler, it's "home."

"It's a unique feeling to be part of a ship named for a city in the state where I was born and grew up," said Commander Clarence Burck, *Wichita*'s executive officer. Burck hails from Sycamore, Kan.

Wichita's commanding officer is a Kansan also, born in Dodge City. "I thought it was somewhat ironic (being assigned to *Wichita*)," Captain Jerry Unruh said. "All





USS Wichita (AOR 1), a multiproduct replenishment oiler that delivers food, freight, ordnance and fuel oil, is a welcome sight to Seventh Fleet ships far from their home ports.

my relatives being out of Kansas. I wrote my mother and a few others, and told them I was going to take command of the *Wichita*, and they became confused about that. They thought I was taking command of something in town."

Wichita, homeported in Alameda, Calif., was the first in its class of seven multiproduct replenishment oilers. Unlike other replenishment ships that specialize, *Wichita* carries and delivers food products, fleet freight, ordnance and fuel oil to Seventh Fleet ships.

At the stern of the ship are the helicopter flight deck and twin hangars. This is home for Helicopter Combat Support Squadron 11 Detachment 5, home based in San Diego. Their two double-rotored CH-46 helicopters are the workhorses when *Wichita* delivers supplies to other ships.

"This is a whole new life for me," Hospitalman Christopher Zerr of Oakley, Kan., said. Zerr assists in supply transfers in addition to his regular duties of caring for the sick and injured. "Being on *Wichita* is exciting and challenging."

During the search for the Soviet-downed Korean Air Lines Flight 007, *Wichita* was the supply lifeline for the task force. In a two-month span, *Wichita* transferred more than three and a half million gallons of fuel, 276 tons of stores, 1,246 pieces of fleet freight, 1,438 passengers and 35,138 pounds of mail.

Crew men have adopted "Wicked Witch



of the West" as the ship's nickname, noting *Wichita*'s tenacity in getting the job done. A mural of the wicked witch adorns the aft superstructure above the main deck. Her good looks bear no resemblance to the witch that hounded Dorothy in "The Wizard of Oz."

"You could look at one of these Navy ships out here with us that has the guns

and the complex weapons systems that you would maybe equate to an industrial place like Los Angeles," Unruh said. "You look at *Wichita*—a supply ship—rather plain with very hard-working people aboard. Our job is to provide for those complex weapons systems and maybe that's a lot like Kansas." □

Reunions

• **American and Australian Forces that served in the Pacific 1939 thru 1945**—Reunion (international naval jamboree). May 28-June 1, 1986, Las Vegas, Nev. Ships committed to date are USS *Chicago*, USS *Astoria*, HMAS *Hobart*, HMAS *Canberra*, HMAS *Shropshire*. Contact Woodie Rainbolt, CWT, USN (Ret.), 5023 Royal Ave., Suite 242, Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Dunlap (DD 384)**—Reunion Sept. 7-9, 1984, Minneapolis. Contact Bob Wallick, P.O. Box 152, Grand Marais, Minn. 55604; telephone (218) 387-1649.

• **Navy Mail Service Veterans Association**—12th annual reunion, Sept. 11-15, 1984, Savannah, Ga. Contact Patricia D. Hamilton, 5501 U1109 Seminary Road, Falls Church, Va. 22041.

• **USS Osterhaus (DE 164)**—Reunion Sept. 15-16, 1984, Kansas City, Kan. Contact John H. Howey, 9830 Gorgia, Kansas City, Kan. 66109.

• **USS Alcor**—Reunion Sept. 7-9, 1984, Middletown, N.Y. Contact Joe Carrozza, 4 Saint Eve Court, Middletown, N.Y. 10940; telephone (914) 342-2505.

• **USS Quincy**—Reunion Sept. 20-23, 1984, Valley Forge, Pa. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

• **USS Helm (DD 388)**—Reunion Sept. 23-26, 1984, Philadelphia. Contact Thomas J. Reilly, 412 East Grand Ave., Rahway, N.J. 07065; telephone (201) 382-0481.

• **USS Harding (DD 625/DMS 28)**—Reunion Sept. 6-9, 1984, St. Louis. Contact G.T. Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS McCaffery (DD/DDE 860)**—Reunion Sept. 21-23, 1984, Portsmouth, R.I. Contact Gordon E. Leiser, 417 Adirondack Ave., Spotswood, N.J. 08884; telephone (201) 251-1457.

• **USS American Legion (APA 17)**—Reunion Sept. 13-16, 1984, Virginia Beach, Va. for World War II veterans. Contact Armand Poisson, 1500 3rd Ave., #33, Chula Vista, Calif. 92011; telephone (619) 426-9893.

• **USS New Mexico (BB 40)**—Reunion Sept. 28-30, 1984, Denver. Contact LeRoy Miller, 8619 Villa Crest Dr., St. Louis, Mo. 63126; telephone (314) 842-1806.

• **Naval Minewarfare Association**—Reunion/annual convention Sept. 30-Oct. 3, 1984, Des Moines, Iowa. Contact H.H. Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS Chester (CA 27)**—Fifth reunion Sept. 14-16, 1984, Kansas City, Mo. Contact James E. Tracy, 4951 Castana #36, Lakewood, Calif. 90712; telephone (213) 630-1840.

• **NATTC JAX**—Reunion Sept. 15, 1984, Jacksonville, Fla. Contact Eileen Cairel, 7548 Legrande St. South, Jacksonville, Fla. 32244; telephone (904) 772-8431.

• **Naval Air Transport Squadron Inc.**—Reunion Sept. 3-7, 1984, San Diego. Contact Capt. Arnie Hudnall, 9807 N.W. 75th St., Kansas City, Mo. 64153.

• **USS Manning (DE 199)**—Seventh reunion Sept. 26-30, 1984, Buffalo, N.Y. Contact Denzel J. Skerven, 1921 Lincoln St., Wisconsin Rapids, Wis. 54494; telephone (715) 423-0589.

• **USS Omaha (CL 4)**—Reunion Sept. 24-28, 1984, Anaheim, Calif. Contact George Loveridge, 6809 Weaver Ave., McLean, Va. 22101; telephone (703) 356-4645.

• **USS Houston (CA 30/CL 81)**—Reunion Sept. 10-16, 1984, Buffalo, N.Y. Contact H.M. Shafman, 921 Florence Ave., Galesburg, Ill. 61401.

• **USS Miami (CL 89)**—Reunion September 1984. Contact USS Miami Reunion Committee, 1511 Athens Road, Green Acres, Wilmington, Del. 19803.

• **USS Maryland (BB 46) Veterans Association**—Reunion Sept. 19-22, 1984, North Little Rock, Ark. Contact Tony Belotti, 211 Steven Dr., Little Rock, Ark. 72205; telephone (501) 225-1180.

• **USS Hancock (CV/CVA 19)**—Reunion Sept. 26-30, 1984, Charleston, S.C. Contact Edmund Orchowski, 5427 Bossart St., Pittsburgh, Pa. 15206; telephone (412) 441-6019.

• **USS Thornhill (DE 195)**—Reunion Sept. 6-9, 1984, Tannersville, Pa. Contact Henry Cetkowski, Box 531, Rural Route 2, Titusville, N.J. 08560; telephone (609) 737-1727.

• **USS Cabot (CVL 28)**—Reunion Sept. 5-9, 1984, Las Vegas, Nev. Contact USS Cabot Assn., 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Lindsey (DM 32)**—Reunion Sept. 21-24, 1984, Memphis, Tenn. Contact J.L. Arrington, Route 10, Box 361-H, Charlotte, N.C. 28213.

• **USS Saratoga (CV 3)**—33rd reunion Sept. 14-16, 1984, Seattle. Contact P.R. "Tony" Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **USS Fanning (DD 385)**—Reunion Sept. 14, 1984, Kansas City, Mo. Contact Fred Winger, 712 Hewlett St., Bakersfield, Calif.

93309; telephone (805) 323-7013.

• **Battle of Ormoc Bay (USS Cooper (DD 695), USS Summer (DD 692), USS Moale (DD 693), USS Orca (AVP 49), LST 464)**—Reunion Sept. 27-30, 1984, Louisville, Ky. Contact Gene Bickers, 128 Piney Bend, Portage, Ind. 46368; telephone (219) 763-3871.

• **LCI (L) Flotilla 24**—Reunion Sept. 20-23, 1984, San Diego, for crew members who served during World War II. Contact Flotilla 24 Headquarters, P.O. Box 22222, Los Angeles, Calif. 90022; telephone (213) 868-9779.

• **USS Indiana (BB 58)**—Reunion Sept. 21-23, 1984, Southern Pines, N.C. Contact Tom Ruff, 301 Indian River Drive, Palm Bay, Fla. 32905; telephone (305) 729-0480.

• **USS Phelps (DD 360)**—Reunion Sept. 20-23, 1984, San Francisco. Contact Harold Placetie, 3336 Roanoke, Port Arthur, Texas 77642.

• **USS Savannah (CL 42)**—15th annual reunion Sept. 7-9, 1984, Cincinnati. Contact Murray C. Flanders, Route 1, Box 157-W, Semmes, Ala. 36575.

• **DesRon 11**—Reunion Sept. 8, 1984, Lompoc, Calif. Contact Joe Silva, 128 Towne Terrace, Santa Cruz, Calif. 95060; telephone (408) 429-1563.

• **USS Langley (CVL 27)**—Reunion Sept. 28-30, 1984, Philadelphia. Contact A. Nick Chagaris, 11 Bourn Ave., Hampton, N.H. 03842; telephone (603) 926-7545.

• **USS L.S.T. 912**—Reunion being planned for former World War II crew members. Contact Thomas Hartshorn, 17 Taylor Road, Johnston, R.I. 02919.

• **Naval Air Transport Squadron, Inc. (NATS)**—Reunion Sept. 3-7, 1984, San Diego. Contact Capt. Arnie Hudnall, 9807 N.W. 75th St., Kansas City, Mo. 64153.

• **USS Metcalf (DD 595)**—Reunion Oct. 3-7, 1984, Baton Rouge, La. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.Va. 25705; telephone (304) 523-6963.

• **Shawnee, Coast Guard cutter**—Reunion Oct. 6, 1984, Eureka, Calif. Contact Ray Smith, 122 Hawthorn Way, San Rafael, Calif. 94903; telephone (415) 472-1530 or Roy Bailey, P.O. Box 459, 253 County Club Dr., Avila Beach, Calif. 93424; telephone (805) 595-2054.

• **USS Coral Sea (CVA 43)**—Reunion Oct. 5-7, 1984, Norfolk, Va. Contact Sal Avellino, 45-11 Arcadia Lane, Great Neck, N.Y. 11020; telephone (516) 466-9088.

• **26th USNCB**—Reunion Oct. 4-6, 1984, Eau Claire, Wis. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

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VIETNAM



Photo by PH2 Perry Thorsvik



Photo by PH2 Perry Thorsvik



Photo by JO1 Gary Hopkins

Memorial Day 1984—
The Unknown Serviceman
Is Laid To Rest At Arlington.



USS New Jersey (BB 62)